

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 Committee

14 May 2019, London

PTIC

18 June 2019, Birmingham

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

Business Plan 2019

The proposed business plan for 2019/20 was approved at the AGM and is available on the website.

If you have any questions or would like to get involved in any of the work items, then please get in touch with Tim tim.rivett@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.

The email list has been re-started having been reduced to core RTIG member contacts to ensure it is compliant with data protection laws.

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.



Membership Invoices

It's the start of the RTIG membership year so we will shortly be issuing invoices.

If your arrangements have changed in the last year please get in contact with Dave Rawding

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Dave.Rawding@rtig.org.uk to let us know so we can make sure we get the invoice to the right location and ensure any PO references are included.

Preparing for the Bus Services Act Workshop & AGM

The most recent workshop and AGM was held on 12th March 2019 at the West Midlands Combined Authority in Birmingham and was well attended.

Thank you to WMCA for hosting and thank you to all our speakers and contributors.

Slides from the event are online in the members documents.

At the AGM the business plan and committee were agreed.

The proposed changes to operator membership structure were agreed, so if you are an operator with less than 200 vehicles and considering becoming a member then have a look at the new operator structure:

<http://www.rtig.org.uk/web/Portals/0/RTIGC013-1.15%20Subscriber%20terms%20and%20benefits%2019-20.pdf>

SIRI Updates

As previously raised minor updates to SIRI are being proposed.

This work is taking place over the next couple of months.

If you understand SIRI and want to be involved in commenting and reviewing the proposed changes then please get in touch with Tim

tim.rivett@rtig.org.uk

NEWS AND EVENTS

Working Groups

With the new business plan comes some new working groups to help deliver the outcomes.

We are therefore calling for people interest being involved in the following groups:

Maintaining an efficient and effective RTI system

Whether you have you have just invested in your shiny new or upgraded system or if you've been running one for years, the challenge of how you maintain it is common to everyone.

We aim to provide an advisory guides on the best practice for keeping a real time system working efficiently and effectively.

Accuracy and quality of real time predictions

Following questions at the last two workshops there it is clear that there is not sufficient common understanding across the community on how to effectively measure the performance of predictions.

This group will produce a guide on how to measure the quality and accuracy of predictions.

Integrating Disruption Information

There are many different systems where disruption information is available which are not normally part of the customer information process. This group will investigate how to practicably integrate the disparate systems in use across public transport: to provide more and consistent disruption information and if appropriate, to produce an advice document

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If anyone wants to become involved in any of the groups then please feel free to discuss or commit by getting in contact with Tim tim.rivett@rtig.org.uk.

Current Working Groups

The following Working Groups are currently active:

- **PTIC** (joint with ATCO and Traveline) –The next meeting has been arranged for 18th June 2019, the location is Transport for West Midlands, Birmingham.
- **Dummies Guide** The committee is working on a 'Dummies Guide' to real time systems and best practice when procuring a new or replacing a system.
- **Maintaining an efficient and effective RTI system**
- **Accuracy and quality of real time predictions**
- **Integrating Disruption Information**

If you don't yet participate in one of these groups but would like to do so, please contact us.

I N O T H E R N E W S

Bus Services Act (2017)

The latest updates from the DfT Bus Open Data Programme are:

Public Consultation Response

The Government's response to the Bus Open Data public consultation was published on 26 March 2019. We believe this takes us one step closer to the Secretary of State's vision of making Britain the best place in the world to do transport digitally and will help to deliver the following government manifesto commitment: "We will publish far more information about public services online, including relevant information about local issues and public transport so that every person can find up to date information about...bus routes online, without the hassle and delay that currently exists".

<https://www.gov.uk/government/consultations/bus-services-act-2017-bus-open-data>

Thank you for your contributions during the consultation. We know many of you deliver fantastic work across the country supporting the open publication of routes and timetables data. We hope the proposals in the consultation are a welcome move in building upon your fantastic work, helping to increase the breadth of data available, the consistency and quality of that data to stimulate the tech sector to offer a wider range of products and services to existing and prospective passengers for both bus and multi modal.

https://youtu.be/8KrnXRp9_Oo

Transitional Period

During the last programme board meeting we discussed the transitional period for the implementation of the Bus Open Data Digital Service. This will be marked by a readiness period of six months running from July 2019 until December 2019 and a one-year transition during

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2020, following the route and timetable requirements coming into effect from 07 January 2020. During the transitional period, we will be encouraging local authorities to continue with the Traveline process in a business as usual manner to allow sufficient time for the Bus Open Data Digital Service to become embedded without disrupting customer information provision. Furthermore, during the transitional period we will be accepting all major versions of TransXchange although will eventually encourage operators to upgrade their systems/processes and upskill their staff to provide TransXchange in Version 2.4.

Local Authorities

We believe that local transport authorities will have a vital role to play during 2020, the key transitional period, either acting as an agent and submitting data on behalf of bus operators or offering an assisted digital type service to bus operators and supporting them to independently publish their data. Beyond routes and timetables data, local transport authorities will also have a key role in ensuring naptan data is accurate and up to date by bulk uploading updated datasets for their local area and also in the conversion of location data feeds into useful Real Time Passenger Information (RTPI), if able to offer this service to operators in the local authority area.

At the Real Time Information Group conference earlier this month, we heard from Sonya Sparks at Essex County Council who updated attendees on their plans to offer a Bus Open Data bureau service to operators in their local area. The types of services they will offer include supporting operators to create TransXchange data files by offering free to access tools, providing data to the bus open data digital service on behalf of operators (agent mode) and supporting downstream users to consume data. In addition, Essex County Council will be offering a small operator solution for transmitting bus location by fitting buses with GPS transponders that directly communicate with their real-time system.

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We were delighted to hear their plans for a bureau service and would encourage local transport authorities across England to think about how they can support their operators to improve their information offer for existing and prospective bus passengers. We are currently collating best practice case studies for inclusion in the non-statutory guidance, to be published later this year. If you would like to share your plans to offer a bureau service to operators in your area, please email us at busopendata@dft.gov.uk.

Future of Mobility Data Interoperability Workshop

Thank you to all of you who turned up on 26th March to represent public transport at this event, there was a strong public transport representation.

The Department for Transport has commissioned BSI to undertake a review of data interoperability standards. This includes those created specifically for the transport and mobility sector and also best practice from other sectors.

They have created a small working group to identify the standards necessary for some identified scenarios and use cases relevant to the Future of Mobility.

The workshop reviewed the findings and discussed the gaps and opportunities with representation across the transport industry.

The use cases and review has been at a very high and generic level. It is to be welcomed that the DfT is looking to identify standard and where they are needed.

The review has been very high level and while there is no doubt it will be useful at government level to help shape future direction, it is very clear that following the workshop there is a lot of work

IN OTHER NEWS

to complete the review and produce anything that will be of use to industry.

Transport Technology Forum



The TTF was re-launched on 25th March, as a DfT-resource with funding to support Arup provide organisational resource.

This provides for general administration as well as project management to deliver projects.

The forums purpose is to serve the roads technology sector, acting as a conduit between Government, public authorities, suppliers and consultants and supporting knowledge and experience sharing and learning.

The forum will deliver:

- A platform for discussion, information-sharing and relationship building for those working in or interested in ITS, C-ITS and the roads technology sector
- A community owned Action Plan for the development of guidance and support for the sector
- The organisation of the annual TTF conference and other events (see more on our events page here).
- Management of the DfT sponsored C-ITS Focus Groups
- Links to other sectors including automotive, national research and funding bodies and government agencies and departments

<https://www.ttf.uk.net/>

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S****Connected Places Catapult**

The Transport Systems and Future Cities Catapults have united to form the Connected Places Catapult from April 1st (no this is not a joke).



The new catapult combines the strengths and knowledge of the former Catapults to create new opportunities, building on the innovative programme of projects around the digital built environment and the future of mobility.

The Connected Places Catapult will be led by Nicola Yates OBE who was appointed Chief Executive of the new organisation in February.

Nicola Yates said: "I am delighted to be leading this exciting new Catapult. We have developed an ambitious strategy to build on the expertise of our two previous organisations by removing the boundaries that will enable us to explore more confidently new projects and areas of growth. Our new name, Connected Places, encapsulates this ambition at the intersection of urban and transport innovation."

The new Connected Places Catapult will accelerate smarter living and travelling in and between the places of tomorrow. Our focus on growing

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businesses with innovations in mobility services and the built environment will enable new levels of physical connectedness. We will target businesses which harness digital and next-generation telecoms to provide new, connected urban services and experiences. By prioritising companies which explore applications of neuroscience and human-centred design, we will work to boost social connectivity, interaction and inclusion.

The Connected Places Catapult will operate at the intersection between public and private sectors and between local government and transport authorities. We will convene the disparate parts of the market to help innovators navigate the complexity of doing business, creating new commercial opportunities and improving productivity, socio-economic and environmental benefits for places.

Analysing passenger perception of public transport technology in Greater Nottingham and the surrounding areas

Some of you will have met Robert Dudley at recent events. He has been undertaking some research as part of his studies in public transport and has an interest in Nottingham as well as Reading.

We have been able to obtain early access to his work on the perception of public transport technology. The report is available here:

http://www.rtig.org.uk/web/Portals/0/3rd_party/Reliability_and_accuracy_RTI_systems_RobDudley.pdf

This work will be useful for RTiG in a number of the business plan areas this year.

M E M B E R S N E W S

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 21st Century totém at the newly refurbished Walsall bus station.

Stagecoach - Along for the ride

History was made recently, when Stagecoach unveiled the UK's first autonomous bus to enter trials.

Stagecoach Manchester's Sharston depot has seen hundreds of buses pass through its gates since it was opened in 2011, but all of them had one thing in common: the human pushing the pedals and operating the steering wheel.



That all changed on Monday 18 March though, when the operator unveiled the UK's first full-size autonomous bus. The 11.5m Alexander Dennis Ltd (ADL) Enviro200 has been equipped with the latest tech from Fusion Processing, a Bristol-based firm specialising in self-driving vehicles.

Working in partnership with both ADL and Stagecoach, Fusion has scaled up the technology it previously used on two and four-seater vehicles to the 43-seater single-decker. At the core of the self-driving conversion is the CAVStar control and sensing system, which reads data from a combination of radar, LIDAR, optical cameras, ultrasound and GPS to detect and avoid objects –

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planning the ideal route for the vehicle in all weathers, day and night. The system links directly to the vehicle's CAN bus, allowing it to operate the steering, brakes and throttle.

Besides operating fully autonomously, the system can provide safety benefits even when the vehicle is driven normally. When in manual mode, the multitude of cameras and sensors ordinarily used to help drive the bus can then be used as a safety aid, watching out for cyclists, pedestrians and unpredictable motorists and warning the driver – or taking avoiding action.

Fusion already has a product in its line-up called CycleEye, which detects cyclists and warns drivers of their presence. On a CAVStar-equipped bus, this functionality could go one step further, allowing the vehicle to control the brakes in the event of an emergency.

Most notably, however, the technology used on this trial will form the basis for the CAVForth project, a service which will run between Fife and Edinburgh across the Forth Road Bridge. Expected to begin next summer, this will be the first trial of an autonomous full-size passenger bus fleet, using five ADL Enviro200s like the example trialled in Manchester.

As with the Sharston trial, the CAVForth buses will be Level 4 autonomous, meaning a driver must remain onboard during journeys as-per UK regulations.

OPEN ACCESS IS NOW R2P ASIA-PACIFIC

We are glad to inform that Open Access Pty Ltd officially changed its corporate name as of February 19, 2019. Open Access will in the future trade under the name of r2p Asia-Pacific Pty Ltd.

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As part of the global r2p group, our co-workers in Sydney will support the team from now on as r2p Asia-Pacific. With a broad product portfolio of "Netspire" network audio solutions for rolling stocks and stationary infrastructures, r2p Asia-Pacific expands the r2p group's portfolio just right.

In future the r2p group will not only be able to directly supply our customers in the Asia-Pacific region, but also offering a range of products that enables our partners to operate more securely and efficiently, as well as to increase their own customer values enormously.

The rapidly growing r2p Group, headquartered in Flensburg, Germany, operates internationally in 45 countries with subsidiaries in Denmark, UK, Switzerland, Australia, Malaysia and Brazil. With a silent partnership in Taiwan, a sales office in the Czech Republic and local manufacturing in India, r2p takes pride in being a truly global company.

r2p provides IP-based system solutions for public transport covering communication, security and monitoring applications. The fully integrated portfolio of hard- and software products for passenger and fleet flow management r2p offers include CCTV, Passenger Information Systems (PIS), Passenger Announcement (PA), passenger counting, infotainment and fleet management with real-time data transfer and analysis for rail and road vehicles.

A D M I N

Management Committee Members

The Management Committee for the year 2019-209 was appointed at the AGM on 12 March 2019. Membership is currently as follows:

Chair:

Members: Andrew Wilson (Hants), Graham Davies (WYCA), Russell Gard (React Accessibility), Darren Maher (21st Century), Tony Brown (Atkins), Chas Allen (Stagecoach), Tony Pettitt (Reading Buses), Meera Nayyar (DfT)

Contact us

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

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

Next issue

Issue 117 – Wednesday 1st May 2019.

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 24th April 2019.

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