RTIG INFORM

improving public transport through technology

Non-Members Edition **August 2021 – Issue 144**

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

5 August 2021, NaPTAN – Migration planning – How we move to the New….
11 August 2021, Standard Interface for CMS to RTI Displays
16 August 2021, Archived and Deleted – take 2!
18 August 2021, Analyse Bus Open Data (ABOD) – New enhanced data analyses

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

Working Groups
On Bus AV displays
Environmental Impact of Displays
Passenger Counting

Committee
9 September 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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On Bus Audio Visual Display Implementations
Hearing Loops
Passenger Counting Solutions Working Group
Analyse Bus Open Data (ABOD) Service
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Standard Interface for CMS to RTI Displays
Towards Net Zero Carbon

DfT News

In Other News
BT to phase out 3G in UK by 2023 for EE, Plusnet, BT Mobile subscribers
Openreach Says prepare for withdrawal of the copper-based phone network now or risk disruption
SIRI v2.1 Parts 1 to 4 Available for Review

Members' news: showcasing innovation

Admin: useful facts about RTIG
Committee members
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N E W S & E V E N T S

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.
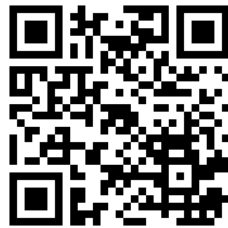
RTIG on Twitter

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 .

N E W S   &   E V E N T S

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.

To get involved in this group please get in touch tim.rivett@rtig.org.uk

N E W S & E V E N T S

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.

To get involved in this group please get in touch
tim.rivett@rtig.org.uk

Hearing Loops

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

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

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

N E W S & E V E N T S

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.

To get involved in this group please get in touch
tim.rivett@rtig.org.uk

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

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

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) – New enhanced data analyses Q&A
Wednesday 18th August 1300-1400

Details of booking for each of the events can be found on our Eventbrite channel and recordings of the previous events are at:

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

NaPTAN Workshops

We are running with PTIC and the DfT another series of workshops to explore different aspects of bus stops and data as part of the re-development work taking place on NaPTAN systems.

NaPTAN – Migration planning – How we move to the New….
5th August, 14:00

https://www.eventbrite.co.uk/e/naptan-migration-planning-how-we-move-to-the-new-tickets-163168167381

Moving from the Current NaPTAN service to the New NaPTAN service – what can you expect? When are we planning different stages and steps? What sort of problems do you foresee? How can we help you overcome those?

We also want to ensure Data Quality in NaPTAN is improved and looking at how we do that within the migration is important.

This is aimed at all users of NaPTAN, Data Producers like Local Authorities, and Data Consumers, Bus Operators, Software Developers.
We want to ensure that the impacts on all systems are minimised where possible.

NaPTAN – Archived and Deleted – take 2 (and maybe School Buses)
16th August, 09:30

https://www.eventbrite.co.uk/e/naptan-archived-and-deleted-take-2-and-maybe-school-buses-tickets-163174283675

Unpicking the status of a stop was an eye opener.

As New NaPTAN can ingest and output data in the NaPTAN 2.1, 2.2, and 2.4 schemas – how can we ensure that you are able to clearly state to downstream users if the bus stop is available to be used (in the physical world) or not.

How can we ensure you can clearly state if a stop is never going to be returning?

This is aimed at all users of NaPTAN, Data Producers like Local Authorities, and Data Consumers, Bus Operators, Software Developers.

We want to ensure that the impacts on all systems are minimised where possible.

N E W S & E V E N T S

Standard Interface for CMS to RTI Displays

Transport for Wales would like to specify a standard interface between the Content Management System and RTI Displays, that suppliers would need to comply/work with to enable TfW to procure a single CMS that can interface to multiple displays from a number of suppliers.

The standard should specify the minimum capability that is to be expected of all displays supported through the interface (i.e. be able to represent real time vehicle arrival/departure information, text based messages and hold the scheduled timetable for at least that day's services).

We would like the interface to cater for the following:

- Basic text based displays
- Graphical displays - in addition to the minimum capability, also be able to provide additional information such as weather, news feeds, advertising, information videos etc.
- Off grid displays - these will not have ready access to power and may not have significant data bandwidth available to show graphical content.
-

The interface should also cater for fault management data to be passed back to the CMS to enable monitoring and fault rectification.

This workshop will explore the TfW requirements and identify how it could be achieved.

https://www.eventbrite.co.uk/e/standard-interface-for-cms-to-rti-displays-tickets-163493707079

N E W S & E V E N T S

Towards Net Zero Carbon

The UK government has introduced ambitious goals for the UK to become net-zero carbon by 2050 and transport is the largest source of carbon dioxide (CO2) emissions in the UK - damaging both the environment and public health.

ZERO EMISSION
CO₂
2050

In addition, the UK government's recent De-Carbonising Transport report outlines a strategy for reducing overall car use, promoting the "natural first choice" to be public transport and emissions-free modes of travel like walking and cycling.

We all need to address the climate crisis and RTIG is reviewing its activities to take the necessary steps to ensure our own climate impact is reduced; and to assist with and promote, the actions public transport takes to reduce its carbon footprint.

The report that is underway on the Environmental Impact of Displays is the first piece of work.

We want to know what we should do next?
How can we help you and your organisations better understand your impacts?
How can we help you reduce your impact?

Please let us know what we can do to help and what you want us to work on.

D f T   N E W S

The BODS Location Data Validator launches later this year – are you ready!

Over the last month the BODS service team has been undertaking extensive engagement with all major location data suppliers and operators in the industry in order to understand any challenges that they may be facing with providing fields in the SIRI-VM location data profile. The team are in the final stages of the build and will be using a compliance tag system.

'BODS compliant' will mean all of the mandatory SIRI fields are being populated.

'Non compliant' tags will tell operators if a field that app developers rely upon is missing from the feed.

> Bearing / LineRef / OperatorRef / RecordedAtTime / ResponseTimestamp / VehicleJourneyRef / VehicleLocation (Lat, Long) / ProducerRef / DirectionRef / VehicleRef / ValidUntilTime, have all been highlighted as crucial for journey planning app developers to use the feed.

A 'partially compliant' tag will be assigned if one of the following are missing: BlockRef / PublishedLineName / DestinationRef / OriginName / OriginRef. These are fields that have been flagged as non-critical for app developers in order to use the feed. We look forward to sharing more information on the functionality of the validator on BODS in the coming months.

How Busy is My Bus?

As bus services resume to pre-pandemic levels and restrictions have eased, 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 increasing confidence for people to return to public transport while remaining socially distanced. 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.

We have recently agreed at the Open Buses programme board that bus operators sharing this data with the Bus Open Data Service can provide it as part of their location data feed, using the

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SIRI VM 2.0 profile which provides three enumerations – full/standing room only/seated available.

Passenger loadings are not provided as part of the feed and many major ticket machine suppliers are easily able to provide this data as part of the BODS feed, so if you are not already providing this data do speak with your ticket machine suppliers to provide it in open formats to passengers so that they can see how busy their bus is via the major journey planning apps. Thanks to all of the team at Go Ahead who have been working with the Department for Transport to lead the way in the publication of occupancy data to the BODS service.

The quality of timetable data on BODS is improving

Following feedback from publishers, a new version of the PTI profile, version 1.1a, has been produced. The TxC PTI Profile v1.1a schema documentation was released earlier this month. The updated document and a summary of the changes between versions 1.1 and 1.1a can be found here: https://pti.org.uk/bus_open_data

The validator was launched on 10 May to check that timetables data files published to BODS contained the fields specified in the profile, in particular checking for data completeness and also looking at data accuracy where possible. High quality timetable and location data is a foundation layer for a predictions service which DfT will launch at a later stage in the roadmap.

As of Autumn 2021, we will reject timetables files that do not contain mandatory data fields and operators will be required to republish their data file, addressing data quality issues to meet the profile. Operators failing to do so will be deemed in breach of the regulations and will be liable for enforcement action by the Office for the Traffic Commissioner.

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N E W S

We want your service codes!

Currently, many timetable files are missing their Service Codes which adversely affects the ability to use the data in apps, products and services. The team would like to encourage you to make sure this is included in your TransXChange files. The OTC service registration number database can be found here: https://data.gov.uk/dataset/9ea90ed8-de54-4274-92c6-272edd518bfb/traffic-commissioners-local-bus-service-registration

Please reach out to bodshelpdesk@kpmg.co.uk if you have any questions or require assistance including your service code in your timetable data file.

Enhanced Partnership Guidance Updated

At the beginning of July the DfT updated its guidance on Enhanced Partnerships and delivering Bus Service Improvement Plans (BSIP).

The Bus Strategy requires LTAs to follow either a statutory Enhanced Partnership (EP) or franchising to deliver the specific actions which will enable BSIP outcomes. This document sets out the steps which LTAs need to take, in close collaboration with bus operators and other key stakeholders, to make an EP. It is intended for:

- LTAs and operators wishing to establish a new EP to meet the April 2022 deadline for making an EP plan and scheme, as set out in the Strategy; and
- LTAs and operators that wish subsequently to change or revoke a 'made' EP plan and scheme, in whole or in part.

The LTA has formal responsibility for making the scheme, but at set points in the process they can only proceed with their proposals if they have the support of a defined proportion of local bus operators.

https://www.gov.uk/government/publications/bus-services-act-2017-enhanced-partnership-creation

D f T

N E W S

NaPTAN

Update on the Private Beta

The Private Beta is continuing at a pace. We have had great feedback from the users so far. We are looking to add extra functionality (XML downloads) before we open the Private Beta wider.

If you are interested in being in the next groups coming onto the Private Beta please drop me a line – j.harrison@dft.gov.uk

910 and 930 stops update

In the current NaPTAN system there are some problems with the most recent additions to the 910 (rail) and 930 (ferry) stops. These are showing in the XML files and not in the CSV files, and some of the data is missing for them. We have not been able to resolve these issues with Current NaPTAN.

If you are having issues with your systems and require the 910 and 930 stops – please drop me a line – j.harrison@dft.gov.uk – we have a solution to this issue we believe in New NaPTAN.

IN OTHER NEWS

Ed:
We've raised the demise of 3G a few times in recent years, it now has some dates associated with is. We encourage everyone to review their estate of devices that use mobile data connections to ensure they will continue to work properly as 3G starts to be shut off.

BT to phase out 3G in UK by 2023 for EE, Plusnet, BT Mobile subscribers

BT is going to wind down 3G connectivity by 2023.

The lack of 3G shouldn't be too much of a pain for phone users because by that point, most people will have a 4G or 5G-capable handheld, but what about embedded modems in infrastructure such as on bus devices, or on street displays and traffic lights?

BT said less than two per cent of data traffic over its EE network used 3G in March, and dropping 3G will free up bandwidth for 4G and 5G.

"As part of efforts to ensure all customers can benefit from the most reliable connections 3G services will also be retired, with customers across BT brands phased off 3G by 2023," it announced. The change will affect EE, BT Mobile, and Plusnet subscribers.

BT said it'll also retire 2G by the end of this decade, according to Reuters. If you still have an old 2G or 3G-reliant device it's definitely time to start thinking about how you upgrade.

https://newsroom.bt.com/ee-to-offer-5g-solutions-across-the-entire-uk-as-bt-group-unveil-new-mobile-and-convergence-ambitions/
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Openreach Says prepare for withdrawal of the copper-based phone network now or risk disruption

UK businesses must prepare for the retirement of the copper-based phone network that may cause devices to stop working.

Or so said BT-owned Openreach as it urged businesses to audit their systems for devices that use the Public Switched Telephone Network (PSTN), which is scheduled to be switched off in December 2025. While some products may function normally after the transition, others won't.

In the case of any ambiguities, Openreach told customers to contact the vendor that manufactured their device and seek clarification. Addressing this issue ahead of the switchover may limit disruption, it said.

Businesses can also register with a special help service launched by the infrastructure provider, called the "Call Waiting List".

Openreach has set out to retire the legacy copper network so it doesn't have to pay to run two parallel networks. The company has already issued "stop sell" orders in several key areas, which prevents consumers and businesses from buying new copper products, or switching providers for their existing services. Instead, they're pushed towards new fibre-based technologies.

Although it has touted the benefits of improved call quality and reliability, the move to a fully IP-based system has several drawbacks. Most notably, IP devices will lose connectivity in the event of a power outage, whereas those using PSTN will continue to draw a current from the phone network. This extends to phones, as well as other devices, such as alarms.

SIRI v2.1 Parts 1 to 4 Available for Review

We have discussed for a couple of years the impending update to SIRI.

The updates have now reach the formal consultation stage of the CEN standards process.

IN OTHER NEWS

During this stage the documents are available for review to identify editing errors, inconsistencies and similar.

It is not for new features or changes to existing ones.
If you have any of these then get in touch as there is a change control process to capture them and follow them to delivery if accepted.

If you have the time to review SIRI v2.1 parts 1 to 4 then please let Tim Rivett know so he can supply you with the draft documents.

Part 5 will follow later in the year.

We recently held a webinar on the changes in SIRI v2.1:
https://youtu.be/r8pRjrvRuYw

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'.

Buchanan Bus Station have unveiled their new 75" TFT passenger information displays manufactured and installed by the Trueform.

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MEMBERS NEWS

Parcel tram software under development

GERMANY: Public transport IT specialist INIT has been selected to develop the booking, transport management, payment and shipment tracking system for the RegioKArgo freight tram demonstrator project in Karlsruhe.

https://www.railwaygazette.com/technology-data-and-business/parcel-tram-software-under-development/59490.article

Exeter's state-of-the-art new bus station is now open to passengers

Buses will arrive behind automatic glass doors at each stand, ensuring that passengers are protected from the elements in all weathers.

M E M B E R S   N E W S

There'll be an abundance of real-time information with a dedicated digital display at each stand, plus departure screens throughout the station, alerting passengers to upcoming departures provided by Journeo.

There'll also be audio announcements of departures at each stand, offering the latest information to passengers with visual impairment.

https://www.devonlive.com/special-features/exeters-state-art-new-bus-5691580

A D M I N

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 145 – Wednesday 1st September 2021.

Please send all contributions to secretariat@rtig.org.uk at any time up to Thursday 26th August 2021.

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