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

Webinars

7 Aug	How does bus real time information work
Multiple	Data Standards Series
Multiple	Accessible Information Regulations and Grant

Workshops

2 Oct	Practical Bus Priority – Birmingham
15 Oct	Future of On Bus Equipment - North

For booking details and additional events see the website.

Working Groups

OpRa Mirror Group
Future Bus Priority
Accessible Information

PTIC

18 Sept	Virtual

Conferences

23 – 24 Sept Quality Bus - Portsmouth

In this issue:

News and events: update on RTIG work

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.
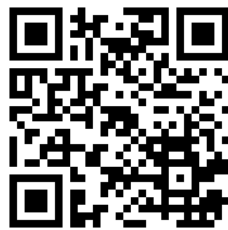
Social Media

RTIG is on these social media channels:

Linkedin
https://www.linkedin.com/company/12119271/

Bluesky
https://bsky.app/profile/rtig.org.uk

Instagram:
https://www.instagram.com/rtig_inform/

Facebook:
https://www.facebook.com/RTIGInform

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 .

OpRa UK Mirror Group – Historical and Performance Data

OpRa will be the next data standard in the Transmodel framework – for historical and performance data.

The European project group is finally starting the technical work on its development, Tim Rivett is directly involved in this work, to support it and make sure that the UK has more than just Tim's view of what is needed RTIG are setting up a mirror working group.

The working group will initially review the use cases which were included in the original scoping work which led to a TR standard. We can then keep an eye on the technical work as it progresses to implement the use cases – XSD and documentation.

A bit more on OpRa:
https://www.opra-cen.eu/
there is also the obligatory YouTube of a presentation from last summer:
https://youtu.be/2YDAWKXnsr0

We have had two meetings with the next planned for early September.

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

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Definition of Terms used for Reporting and Metrics

One of the tasks that the OpRa working group is to understand what different terms used in measuring performance and in reporting mean.

At the moment there are often misunderstandings and differences in definitions for common metrics – what "On Time" means is a good example – it depends on who you talk to, even with an definition from the regulator.

We have setup a document with different terms and are trying to populate it with the different definitions we have come across, and wherever possible a source for that definition.

This will help create a document of UK definitions for bus performance and reporting which can then be used to help with the implementation of OpRa in the UK, and also assist suppliers to provide reports and analytical tools which support UK requirements and improve transparency of performance reports.

Please have a look at the document and add what you use as a definition or you understand a metric to mean (along with an attributing source if possible).

https://bit.ly/metric_definitions

Future Bus Priority Working Group

At the last practical bus priority event there was plenty of discussion about the challenges of the current approach to providing bus priority. We discussed what works and where there are opportunities to do things differently and what the medium and long term futures may be and need to be able to handle.

It was agreed that the current RTIG / UDG standard T031 needs some updates to better meet requirements – a group has been reviewing this and is nearing the end of the review which will update the document and XML standard.

There was also a desire to fully review how bus priority could work in future. A working group has started to meet, but is in the early days still and new members are more than welcome.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

N E W S & E V E N T S

Accessibility of Printed and Electronic Information Working Groups

There are currently two documents which give advice on how to provide information to the passenger, one for electronic information and another for printed. The former is an RTIG document, the later originally developed by ATCO.

RTIGPR003-D002 Inclusive passenger information - A guide to good practice for bus passenger technology providers (2018)
ATCO Printed Information at Bus Stops - Good Practice Guidelines

Both documents are in need or review because of the passing of time, technology developments and changing understanding and capability.

We are setting up two working groups to provide new guidance.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

Bus Operator Accessible Information Regulations Support Grant
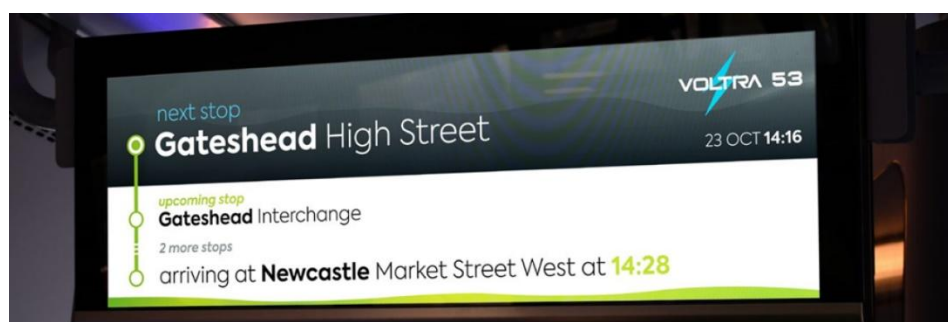
In March 2023, the Department for Transport announced rules that will require almost every local bus or coach service to provide audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions.

The government has allocated £4.65m to support smaller operators to comply with the Regulations, RTIG have been asked to manage the grant on behalf of the Department for Transport.

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On 8 April we opened applications for the Accessible Information Grant to help small bus operators with the cost of meeting the accessible information regulations. The original closing date for applications was 3rd June.

On 28 May we extended the period for which applications for the grant can be submitted to be open ended until the funding is fully committed.

Our ask is if you as someone working for an Authority, with more direct relationships with operators than ourselves at RTIG, is to pass on the message about the availability of the grant to your operators and encourage those who are eligible to apply.

If you're a small operator then please look at the application process and if you are eligible apply.

If you are a supplier please let your customers know and encourage them to apply if eligible.

To find out more about the regulations please visit:
https://www.rtig.org.uk/aig

Information on how to apply for a grant can be found at:
https://www.rtig.org.uk/aig/apply

N E W S & E V E N T S

Past Events

Behind the Scenes of Standards

Tuesday 1st July 2025

This webinar looked at what goes behind the scenes of the different steps and stages of creating and developing European (CEN) and International Standards (ISO) for transport.

What we will cover :

- The roles of key organizations like RTIG, European Commission, CEN, and ISO
- How stakeholders—industry, governments, consumers, and academia—shape standards
- The process of developing a standard: from proposal to publication
- How European standards align with international ISO norms
- The impact of standards on how public transport technology develops

Slides and recording are available for members

N E W S & E V E N T S

Next Face to Face event

Practical Bus Priority 2025

2 October 2025 10:30
Millenium Point, Birmingham

Our annual bus priority event returns to the same venue as last year.

Bus journey times continue to be one of the most significant challenges facing the bus industry. Providing priority for buses is of increasing importance and with increased attention to value to for money and efficiency, how is priority being delivered and what support do practitioners need?

This time we want the morning session agenda to be set by you the attendees. We ask you to let us know:

- What you want to know about?
- What you need help with?
- What you want to share with others about your experience?

In the afternoon we will explore:
- Updated T031 standard
- Progress of the future bus priority working group
-

Call for questions and speakers - secretariat@rtig.org.uk

To book:
https://www.eventbrite.co.uk/e/1413942292459

The Future of On Bus Equipment

THE
FUTURE
OF
ON BUS
EQUIPMENT

15 October 2025 10:30
North of England

What will equipment on bus look like in future?
The number of pieces of digital equipment on buses has been growing over recent years from the traditional ticket machines and a CCTV system to digital destination blinds, audio visual announcement systems, wifi, telematics and more.

With all these systems on a bus, how can we protect them against cyber incidents, how do we know if they are working properly and how can they be better managed?
What are the current and planned architectures that operators and suppliers are working on?
How are standards being developed to help?

At this event find out about these things, hear from and talk to those who know.

Call for speakers - secretariat@rtig.org.uk

To book:
https://www.eventbrite.com/e/1550709266159

N E W S   &   E V E N T S

Upcoming Webinars

What topics would you like us to cover in our events?

We are planning the event calendar for the year – face to face and webinars and would like to hear from you about what you want us to cover in the events this year?

https://forms.office.com/e/guvCY83x1Z

How does bus real time information work
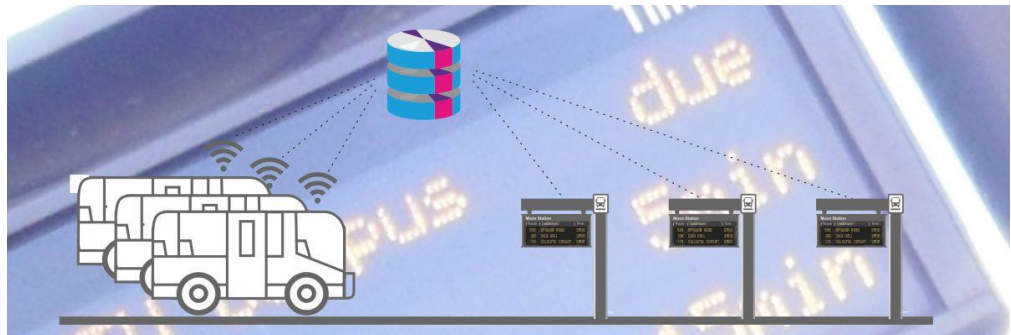
Thursday 7ᵗʰ August 2025 – 13:00-14:00

With the introduction of the Bus Open Data Service from the DfT it is easier than ever to access public transport data. How can timetable and location data be used to create real time information for customers?

If you've never used public transport data before then this session will introduce you to the concepts of how you can use timetable and location data to create real time information for customers - the countdown information you see on a bus stop display or on a phone app.

We will review the recent RTIG guide "How does bus real time information work" and how you can use it to help stakeholders understand the challenges involved in creating real time information.

https://www.eventbrite.co.uk/e/1447400747599

N E W S & E V E N T S

Data Standards Webinar Series
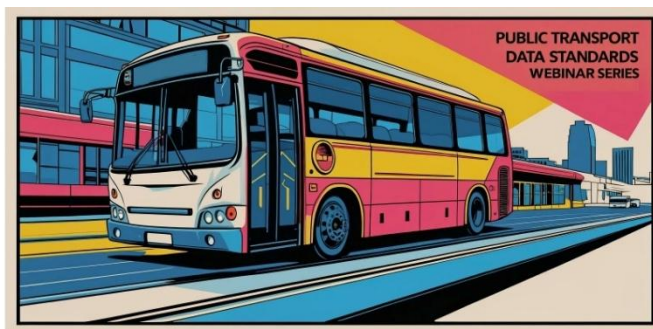
We are starting a series of webinars in September on data standards.

Standards for data have been around for many years, but as we try to provide a better passenger experience they have become critical to being able to provide quality information in a timely manner. Some standards are better known and understood than others

These sessions will run every couple of weeks and cover a different standard each time, the first will provide some background on Transmodel and UK applications.

The aim is to have these as short snappy sessions with content being about 40 minutes to allow plenty of time for questions and discussion to take the overall time to an hour.

These sessions are free for members, there is a small charge for non-members to attend.

1. Introduction & Transmodel   18 September 12:00
2. NaPTAN & NPTG   30 September 12:00
3. TransXChange   16 October 12:00
6. BODS TXC profile (Let us know if you would like one on this)
4. SIRI   28 October 12:00
5. Bus Priority   13 November 12:00
7. NeTEX   27 November 12:00
8. GTFS   9 December 12:00
9. OJP   6 January 2026 12:00
10. OpRa   22 January 2026 12:00

Booking links for the events are available here:
https://www.eventbrite.com/cc/data-standards-series-4511753

Accessible Information Regulations & Grant

Multiple Events

In March 2023 the Department for Transport published a new statutory instrument before Parliament to introduce rules that will require almost every local bus or coach service to provide audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions.
New vehicles need to comply already, but the first tranche of existing vehicles need to comply from October 2024.
The government has allocated £4.65m to support smaller operators to comply with the Regulations, RTIG have been asked to manage the grant on behalf of the Department for Transport.

On Monday 8th April applications for grants to help with the cost of meeting the accessible information regulations opened.
In this webinar we will explore:
- What do the regulations say?
- What can you do to comply?
- Where would you turn to for help and information?
- Eligibility for the grant and how to apply
- Q&A

All events can be found in this collection:
https://www.eventbrite.com/cc/on-bus-accessible-information-regulations-grant-644989

All our previous webinars have been recorded and available on our YouTube channel:
https://www.rtig.org.uk/youtube

NaPTAN Public meetings coming up

All events are managed through Eventbrite:
https://www.eventbrite.co.uk/o/department-for-transport-naptan-team-39414925573

Updating 910 Rail (National) Data

As part of the last set of public meetings in March / April 2025, we discussed the steps needed to update the 910 (rail – national) data set so that it matches the confirmed list of stations and manage any impacts these changes will have on your systems. We updated the 910 dataset by adding new stop information, removed closed stops (Network Rail managed heavy rail stations), and deleted duplicate stops – we had five Clapham Junction stations!

We now have an updated confirmed list of rail stations. To keep this data up-to-date, we consumed the basic data for Railway Stations (RLY) from National Rail and Network Rail and built a relational database for RLY which downloads data from national datasets – such as Open Rail Data Marketplace – every 24 hours and automatically updates NaPTAN. This ensures that our 910 dataset is continuously updated and accurate.

Adding Rail Replacement Stop Data to NaPTAN

We are working on developing a solution to provide the rail replacement stop location data needed to support compliance to the Public Service Vehicles (Accessible Information) Regulations (PSVAIR) for vehicles used to provide rail replacement services. The PSVAIR requirements provide that digital visible and audio route and upcoming stop information must be incorporated into onboard accessible information provision by local transport service providers. These regulations are intended to ensure that passengers fully understand their journey and onboard and alight at the correct stop.

We are currently working with the Rail Delivery Group to determine potential data sources with the aim of introducing this data to NaPTAN in due course to support operators in meeting their legislative responsibilities.

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IN OTHER NEWS

Using a Roaming SIM and 3G in the UK?

tdlr: not for long you won't.

Starting in October 2025, O2 have told customers they will withdraw inbound roaming services on their 2G and 3G networks.

This change will affect all international roaming users accessing O2's UK network, except for O2 Global. This change is part of O2's broader efforts to focus on more efficient 4G, 5G, and LPWAN technologies.

What impact will this have for you?

If you are a user of O2's international roaming services deploying devices that rely on 2G or 3G inbound roaming, here's how this will affect you:

- Devices relying on 2G or 3G inbound roaming: from 1 October 2025, these devices will no longer be able to roam on O2's network using 2G or 3G. As O2 is the last UK operator to support 3G, this means 3G roaming will no longer be available anywhere in the UK, with devices falling back to 2G where supported. To maintain uninterrupted service, devices will need to be upgraded to support 4G, 5G, or LPWAN technologies.
- Voice Calls: To ensure reliable voice service after the transition, customers should confirm that devices support 4G calling (VoLTE) and have this feature enabled.

Joined-up journeys: MPs to investigate

Joined-up journeys: MPs to investigate how integrated transport can be achieved and measured

The 'joined-up journeys' inquiry will investigate how the Government can achieve, and measure the benefits of, better integration between transport services throughout the country.

The inquiry will look at how people can make better and more informed journey choices by positively choosing between, and combining, different forms of transport depending on their needs.

Joining up transport could involve ways of making journeys more seamless by having combined tickets, coordinated timetables, travel hubs, and tools like parking apps that aren't restricted to one area. Better information for travellers through real-time journey planning services like Google Maps and Citymapper is also part of the picture.

And the cross-party Committee will examine how methodologies for appraising the value for money of transport investment could be better at capturing the potential benefits of integrated transport networks, including the Government's aims such as economic growth or reducing carbon emissions.

The Government plans to publish an 'Integrated National Transport Strategy' that will put the emphasis on user experience of transport. The Committee will look at what a strategy like this needs to cover to be successful.

MPs will also look at how making services more joined up could be beneficial to particular groups, such as those with accessibility needs, older or younger people, and those for whom affordability is a barrier to using transport. The Government has said that its future plans for making transport accessible will be covered by the new Strategy.

The Transport Committee now welcomes written evidence submissions from those with expert knowledge of the transport manufacturing sectors. Submissions can be made via the Committee website until 11.59pm on 16 October.

Buses Bill

The Bus Services (No. 2) Bill is a significant piece of legislation introduced by the UK government to reform and enhance local bus services in England. Originating in the House of Lords in December 2024, the bill aims to expand franchising powers for local authorities, remove the ban on municipally owned bus companies, and improve service quality and accessibility. It reflects a broader policy shift towards giving local governments more control over public transport, inspired by models like Transport for London and Greater Manchester's Bee Network.

The bill progressed through the House of Lords with its second reading on 8 January 2025, followed by detailed scrutiny in committee sessions held in late January and February. It passed its report stage in March and early April, and received its third reading on 29 April 2025. The bill then moved to the House of Commons, where it had its first reading on 30 April and its second reading on 2 June 2025. It has since undergone committee and report stages in the Commons, with the latest update on 18 July 2025 indicating it is nearing its final stages.

One of the bill's key features is the simplification of the process for local authorities to adopt bus franchising. Under current rules, only mayoral combined authorities can easily implement franchising, but the bill

proposes to remove central government barriers, making it more accessible to a wider range of councils. It also introduces new requirements for staff training on disability awareness and anti-social behaviour, and mandates better data collection on bus performance and usage.

Although the bill primarily applies to England, some provisions—such as those related to school bus safeguarding and staff training—extend to Wales and Scotland. As local transport is a devolved matter, the UK government has acknowledged that certain clauses may require legislative consent from the devolved administrations. The bill is expected to receive Royal Assent later in 2025.

Devolution Bill

The new Devolution Bill proposes a transfer power to new bodies called 'Strategic Authorities' with aims of widening devolution and ensuring a more consistent approach. Strategic Authorities will reclassify Mayoral Combined Authorities, Mayoral Combined County Authorities and the Greater London Authority, as well as some local authorities.

Strategic Authorities will receive powers over: Economic development, transport, infrastructure planning, housing and regeneration, skills and training and community empowerment. The implication of this is that Mayors and Combined Authorities will become the single strategic transport authority for their region. All LTA will be required to issue Local Transport Plans and Mayors of Strategic Authorities can appoint commissioners to lead on specific areas including in transport.

What are the implications for passenger information? These are some initial thoughts that we have had:
- At a basic level there will be authorities combining in full or partially so 'ownership' of bus stops will change with the need for widescale updates to NaPTAN databases.
- What is regarded as acceptable bus stop infrastructure in one area may change – for better or worse depending on where oversight comes from in future. This is why the work of Campaign for Better Transport on bus stop standards is particularly interesting and why we are updating guidance on passenger information.
- Consolidation of contracts as generally transport authorities will be larger in geography.

IN OTHER NEWS

Introduction to Buses and Bus Stops

In July the Bus Centre of Excellence ran two webinars aimed at Councillors and elected Mayors, this two-sessions event explained how the bus industry works, the benefits of buses, the power that local politicians have and the options available to them for improving bus services

https://www.buscentreofexcellence.org.uk/pastevents/webinar-introduction-to-buses-and-bus-stops

The Bus Centre of Excellence has produced a handout which explores the social, economic, and environmental benefits of bus services, outlines different operating models, and provides practical guidance for local leaders to improve accessibility, reliability, and public engagement.

https://www.buscentreofexcellence.org.uk/introduction-to-buses

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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'.
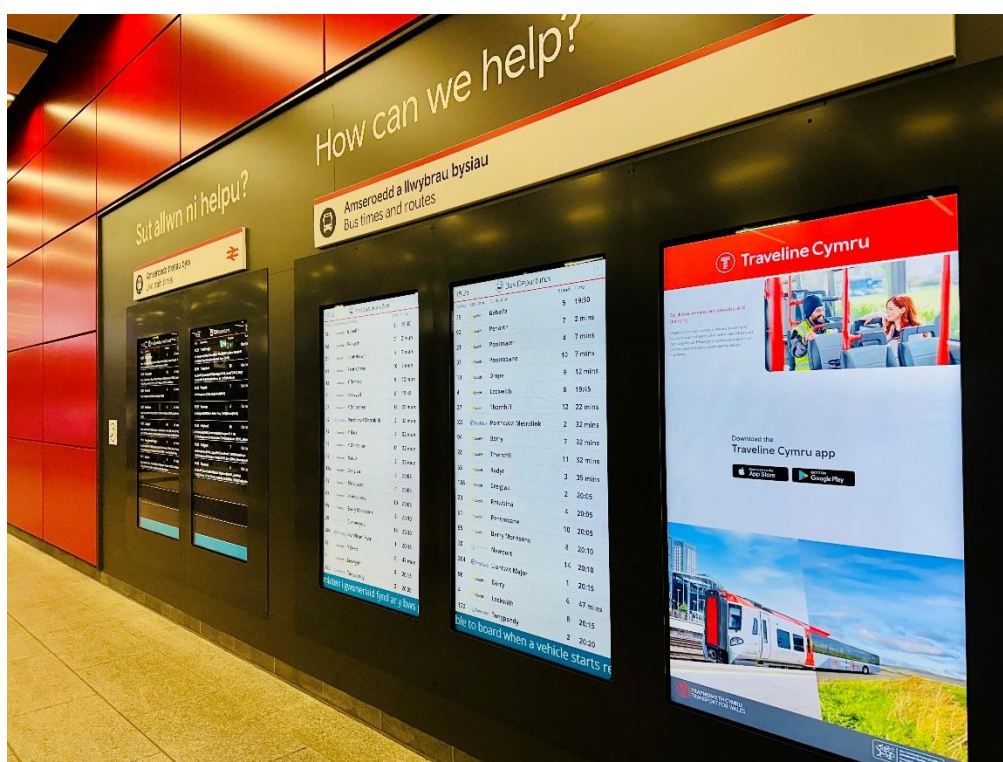
Transport for Wales, Cardiff Interchange

Reading Buses opens next-generation depot engineering hub

Reading Buses has opened a next-generation engineering hub at its Great Knollys Street depot in the town.

Overhaul work has seen office refurbishment coupled to technology upgrades to enable the municipal operator's engineering function to run more smoothly and efficiently. A workshop control room is the central hub for all vehicle maintenance and the upgrade is a first major change since the building opened in 1998.

Inspiration has been taken from Reading Buses' 24/7 operations control room along with third-party car service centres and larger shops, says CEO Robert Williams. The new facilities "are both practical and properly represent the company's values and ethos," he continues.

A suite of computers and screens handle and display live information. They have displaced a combination of computers, whiteboards and noticeboards, and paper. The new units are configurable and display workshop status indicators including:
- Buses in for maintenance and the reason
- Scheduled inspections and MoTs
- A live view of driver daily safety inspection data
- Buses currently being worked on and by which technician
- A list of parts on order for specific jobs.

With the first of Reading Buses' Alexander Dennis Enviro400EV battery-electric double-deckers complete, two additional screens will be added to the engineering hub in coming weeks to support those vehicles, including live battery monitoring and charging status.

Sustainable Public Transport Infrastructure : Trueform x Planet Mark

At Trueform, sustainable public transport infrastructure isn't an add-on, it's built into everything we do. From integrating solar technology and green roofs into our smart infrastructure. To partnering with environmental leaders, we're committed to creating cleaner, smarter cities.

That's why we're proud to have partnered with Planet Mark, a leading provider of sustainability certification and net zero services. Together,

we've brought climate awareness out of boardrooms and onto the street. Where it can make a visible, lasting impact.

A Collaboration for Climate Action
As part of this partnership, Trueform launched a powerful digital awareness campaign across 10 of our smart bus stops in Wokingham. Each shelter was:

Fitted with green sedum roofs to promote biodiversity.
Powered by 100% renewable energy.
Equipped with 20 high-impact digital screens.
Displaying Planet Mark's "Movement for Change" messages.
The aim? To inspire individuals, businesses, and local communities to reduce carbon emissions and accelerate the transition to a net zero future.

https://trueform.com/news/sustainable-public-transport-infrastructure-trueform-x-planet-mark/#0

ADMIN

Management Committee Members

The Management Board for the year 2025-2026 was appointed at the AGM on 13 May 2025. Membership is currently as follows:

Chair: Tony Brown

Members: Sonya Sparks (Essex), Graham Davies (WYCA), Russell Gard (React Accessibility), Jon Salmon (Snapper Services), Tony Brown (Atkins), George Connell (Stagecoach), Simon Gold (Reading Buses)

Contact us

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

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

Next issue

Issue 193 – Monday 1st September 2025

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 27th August 2025.

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To unsubscribe: email with the subject "unsubscribe" – or simply reply to your notification telling us you'd like to be taken off the list.