RTIG INFORM

improving public transport through technology

Non Members Edition **February 2021 – Issue 138**

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

3 February 2021, virtual
Creating Real Time Information

25 February 2021, virtual
Experiences from Implementing Passenger Counting

10 March 2021, virtual
Traffic Light Priority Trigger File Standard

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

AGM
18 March 2021, Virtual

PTIC
22 February 2021, Virtual

Conferences

Quality Bus Conference 2021
19 February 2021, Virtual
https://hopin.com/events/quality-bus-transit-2021

In this issue:

For all administrative matters and enquiries please contact:
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Email: secretariat@rtig.org.uk
Web:www.rtig.org.uk

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NEWS & EVENTS

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 .

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NEWS & EVENTS

Traffic Light Priority Trigger File Standard

This group is now coming to the end of its work with a final draft for review having been produced.

This draft report is very nearly ready for Foundation members to review and comment on, We hope to publish and have the formal publication of the review in March.

If you are a Foundation member when it is published you will find a copy by logging onto the website and finding the 'Documents for Review' page under the Members menu item.

In addition to the new standard and document the group has also updated:

- RTIGT008 TLP and Cleardown Specification
- RTIGT030 Digital air interface protocol
- RTIGT031 Centre-centre bus priority protocol

These updated versions are also available for review.

Once published we will hold a webinar on 10th March 2021 at 13:00 to introduce the report to you.

https://www.eventbrite.co.uk/e/traffic-light-priority-trigger-position-standard-tickets-138927193977?aff=newsletter

Accuracy and quality of real time predictions

Our latest best practice guidance has now been formally published.

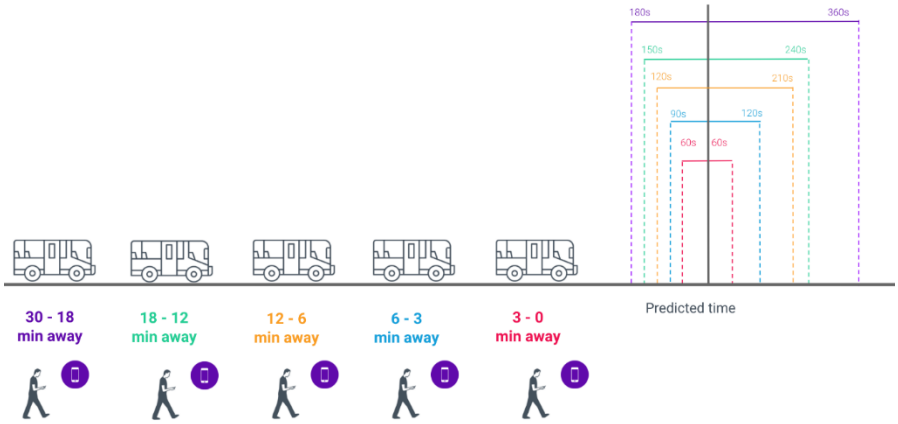
In recent years, there has been an increasing focus on delivering improved public transport information to passengers. For authorities, this is seen in part, as a means of achieving broader

NEWS & EVENTS

policy objectives such as increasing modal shift away from private car use and therefore easing congestion on the roads; as well as improving the environment. For bus operators, this is seen as a key part of improving the image of the public transport offer.

The result of this focus is that most bus operators are now providing real time data for customers. Indeed, in 2021 bus operators will be required under the Bus Services Act 2017 to provide location data to the Bus Open Data Service for the majority of their services. This presents a unique opportunity to ensure consistent provision of bus location data to customers.

Previous reports and specifications from RTIG have covered a wide range of topics, and a number of the reports have made passing reference to the quality and/or accuracy of real time information: in the form of predicted arrival and departure times. However, up to now, none have specifically covered the quality and accuracy of predictions.



With the near ubiquitous provision of location data for the bus fleet in the UK within reach, it is timely to consider the quality of data to ensure that the information produced is fit for purpose. This report sets out to address this gap through advice from RTIG.

The launch event for this report was held on the 14th January 2021, the recording for it is available to members through the website.

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NEWS & EVENTS

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.

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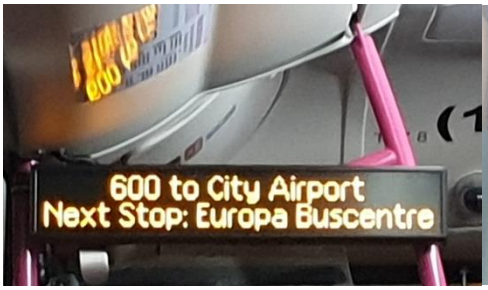
NEWS & EVENTS

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.

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

YouTube

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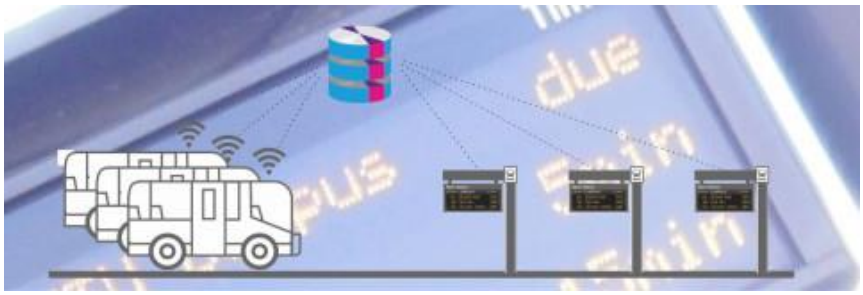
NEWS & EVENTS

Creating Real Time Information Webinar



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.

You will find out how the data from the Bus Open Data Service can be used and the importance, if you are a bus operator or supplier to bus operators, of making sure the data you supply to the different data feeds matches.

Wednesday, February 3, 2021 - 13:00

https://www.eventbrite.co.uk/e/creating-real-time-information-tickets-136593754597?aff=newsletter

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NEWS & EVENTS

Experiences from Implementing Passenger Counting

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.

We will hear from some of those who have implemented solutions to help share lessons learnt and discuss what needs to happen to increase the availability of the information.

Join us on the 25th February at 12:00:

https://www.eventbrite.co.uk/e/experiences-from-implementing-passenger-counting-tickets-139423995925?aff=newsletter

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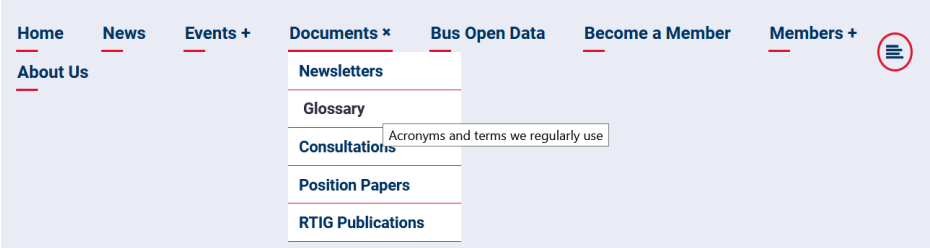
Glossary

We have added a new Glossary section to the website: https://www.rtig.org.uk/glossary



This includes all the Acronyms and terms that have been regularly used by RTIG over the last few years.

There are many more that could or should be included. If you want to see others included then drop us a quick email.

2021-22 Business Plan

Now we are in the latter part of the 2020/21 business plan year it is time to start to consider what RTIG should be doing for the period from April 2021.

If you have anything that you would like to see RTIG involved in, producing or organising during 2021 then please get in touch with Tim tim.rivett@rtig.org.uk .

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Annual General Meeting 2021

The AGM will be on the 18th March 2020 at 13:00 and will be held online.

The AGM will review 2020 and the 2021 business plan and elect the committee of the group.

The AGM is open to all Subscribing Members and Affiliate Members of RTIG who have committed to subscribing for FY20-21.

More details will be published nearer the time with agenda and papers being circulated to all member contacts by email.

You can book to attend already on Eventbrite:

https://www.eventbrite.co.uk/e/annual-general-meeting-2021-tickets-134775955511?aff=newsletter

COVID-19: How can RTIG Help?

As you face the challenges that COVID-19 are bringing you, what are the areas and things you would think RTIG could help you with?

Would some new guidance on a particular area help?
Would an online session of a particular topic be useful?

Please do get in touch with Tim with any ideas
tim.rivett@rtig.org.uk

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DfT NEWS

Punctuality reporting requirements

The next set of requirements within the Bus Open Data regulations is for bus operators to openly publish data on punctuality and performance of their bus services. This will align the bus sector with other modes of transport where this transport data is already made open as well as support compliance monitoring by DVSA. The regulations can be found here: https://www.legislation.gov.uk/uksi/2020/749/regulation/14/made

Bus operators of registered local bus services will need to provide punctuality data for the previous calendar year (in 2020 required for August to December only but see below for further details), starting from 31 March 2021.

We will provide functionality within BODS to support bus operators to generate punctuality reports and meet the statutory requirement. Punctuality data will be created from the combination of timetable data, which should be uploaded onto BODS by 31 December 2020, with location data. AVL Location Data has been legally required to be provided since 7 January 2021. The AVL Location Data Service has been made available since 7 January 2021, where real-time location data will get pulled through to the Analyse Bus Open Data Service and be combined with timetable data.

It's noted that for the 31 March 2021 deadline the legal requirement to supply punctuality data only applies in respect of August 2020 to December 2020. If operators have joined BODS as early adopters of the location service, you'll be able to provide your punctuality reports for this period once the Analyse Bus Open Data Service is released in March 2021. However, if operators have not joined BODS as early adopters of the location service, then they will not be able to and won't be required to provide punctuality reports for August to December 2020.

Analyse Bus Data Service launched on 31 December 2020

The roll out of the first phase of the Analyse Bus Open Data service – a supplementary module to BODS – will soon be launched with the relevant user groups (operators, local authorities, and internal DfT teams). The Analyse Bus Open Data service generates, from data published on BODS, a constant, real

time view of the national bus network and provides reporting and analytics functionality for measuring and monitoring performance.

The first phase of functionality provides insight to real time vehicle location (AVL) feed availability. Users can generate alerts should an operator's feed drop out unexpectedly, and view see overall uptime and feed update frequency information to ensure they are meeting the Bus Services Act regulations. Users can also compare their real time vehicle location data against their schedule data – to check that all vehicles expected to be running at a particular point are reporting in data on their feed.

The next phase of functionality – due to launch at the end of March 2021 – will provide insight and reporting functions on journey completeness and on-time performance, to support legislative requirements that come into force at the same time.

Later in the year, more sophisticated capabilities will also be rolled out to provide deeper levels of analysis, for example, to support network optimisation.

GTFS format data

Back in February 2020, data consumers explained at the Bus Open Data Roundtable that they would like BODS data to be provided in developer friendly formats. In October 2020, GTFS feeds were launched on BODS, in response to data consumers who said this format is easier to work with.

Timetables data is now provided in GTFS format on BODS as a single comprehensive data set or in regional datasets. Any TransXChange data from the national data set not yet present on the Bus Open Data Service is supplemented by data available from the Traveline National Data Set.

Timetable Data: The GTFS datasets can be accessed as downloads from here: https://data.bus-data.dft.gov.uk/timetable/download/

Location Data: GTFS-RT data – i.e. matched schedule and real-time data – is also available via the BODS API here: https://data.bus-data.dft.gov.uk/api/

The Bus Open Data team is continuing to work with data consumers to ensure BODS data – including the GTFS feed – are as easy to use as possible. An example of a change that will be made following consumer feedback is that, later this quarter, an

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additional field will be added to the GTFS feeds to present National Operator Codes (NOCs). If you would like to provide feedback, we would be pleased to hear from you, so please do get in touch.

Occupancy data for public transport restart post Covid 19

As we experience a further national lockdown, reliable information about the crowdedness of buses will continue to be a key metric for passengers planning their journeys. We want to ensure passengers can continue to make essential journeys with ease during the pandemic whilst enabling bus operators to balance safety and capacity considerations.

We would like to remind bus operators that it is possible to share this data through the Bus Open Data Service. The data that we find most useful is simply the business indicators rather than detailed passenger boardings/vehicle loadings.

Currently, Ticketer is the main ETM supplier making this data available in the SIRI VM location data feed. For operators who have Ticketer ETMs, DfT would be grateful if you could grant permission to Ticketer or your ETM supplier to make this data available to BODS as part of the SIRI VM feed.

TransXChange 2.4 PTI Profile

Following the release of the updated TransXChange 2.4 v1.1 profile in summer last year, it was agreed that operators and suppliers can continue to publish timetables adhering to the v1.0 profile past the January BODS legislative deadlines and through the beginning of 2021. Plans are now being put in place to start this transition.

The timetables validation is currently only checking that the data provided is in the TransXChange format.

During Q2 this will be enhanced to validate against the Department for Transport's PTI v1.1. profile. This will require both operators and their technology suppliers to work together to review where the data provided does not meet the validation requirements, in order to improve the data to the standard expected.

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IN OTHER NEWS

Emergency temporary bus service variation process activated.

Operators in England that need to make a temporary variation to a registered bus service because of the pandemic may now utilise of a significantly shortened notice period. That is thanks to the activation of an already-defined emergency procedure by the Traffic Commissioners (TCs) and outlined in an updated advice document issued on 14 January.

Under the procedure, the local authority (LA) notice period is reduced to three working days. After that, the operator may assume consent for the temporary variation to have been granted by the TC on the date specified on the application or the date it is received by the TC (whichever is later).

If agreement between the operator and the relevant LA can be reached sooner, the application will be processed by the TC in that shorter timeframe.Bus service variations under emergency procedure subject to process

The above procedure is subject to the TC's office receiving the LA's explicit consent for the service to be varied at short notice. Such letters from LAs may cover individual services, or all an operator's services.

The advice document stresses the importance of all stipulations being met with when seeking to make a bus service variation under the emergency procedure, and that all required documentation is provided.

If the process is not followed, the proposed service variation cannot be made under the emergency procedure. In that case, the current seven-day LA notice period for a temporary variation applies, alongside the statutory consecutive 28-day registration period unless notified otherwise. Both of those timeframes were introduced on 4 January.

Scope for the emergency procedure in England was created in a previous update to the advice document in November 2020. It may be utilised when a temporary variation is required either of in the following cases:

- Changes to national or local coronavirus COVID-19 guidelines are introduced which affect the demand for or supply of services

IN OTHER NEWS

- A service change is required because of, or is directly attributable to, a change in circumstances due to coronavirus COVID-19.

Date for return to pre-pandemic timetables now open-ended
In Scotland, it remains the case that an application for a temporary variation is subject to an LA notice period of seven calendar days. If no request is received from the LA for more time, the TC will grant short-notice dispensation with immediate effect.

There is now no specified date for a return to pre-pandemic timetables in England, Scotland or Wales; the TCs have adopted an open-ended view

The status quo in Wales is also maintained, where a temporary variation is deemed to be accepted by the TC upon expiry of a three working day period from the date of receipt, unless notified otherwise.

There is no requirement to notify LAs in Wales of service registrations, variations or cancellations.

Where the temporary variation process has been utilised in England, Scotland and Wales, there is now no date specified by which services must return to pre-pandemic timetables.
A review will be undertaken “at an appropriate time,” but LAs and operators will be given no less than 84 days’ notice of the end date. Any temporary variations already in force have automatically been extended on the same basis in all three countries.

In England, Scotland and Wales, the £60 standard variation fee now applies to all temporary variations. It had been waived but was reintroduced on 4 January.

https://www.gov.uk/government/publications/advice-heavy-goods-and-public-service-vehicle-operators-covid-19

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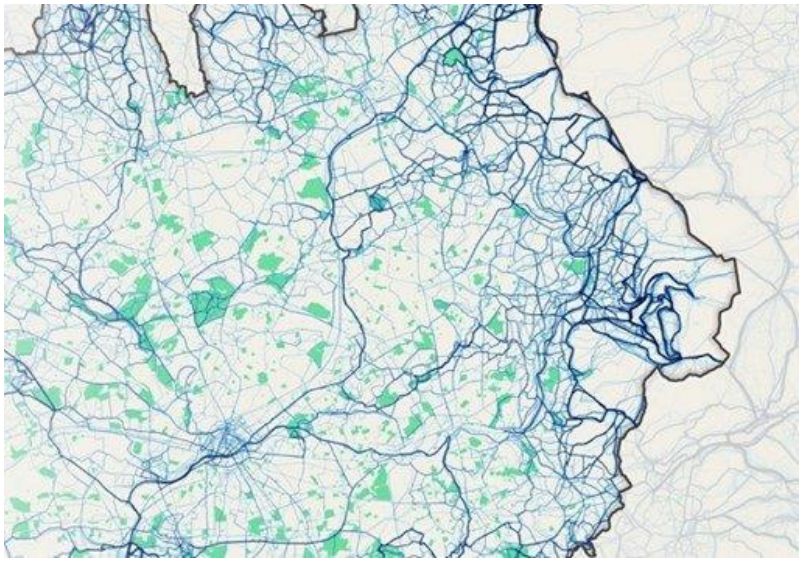
IN OTHER NEWS

Ordnance Survey opens OS Data Hub to public sector

Ordnance Survey (OS) has made APIs to a number of its datasets available to members of the Public Sector Geospatial Agreement (PSGA) through its OS Data Hub.
It said the application programme interfaces will be available to over 5,500 public sector organisations and should make it easier for them to work with its data.



This follows the launch of the OS Data Hub, through which developers were given limited access to the datasets, in July.

Under the new arrangements, members of the PSGA can register for access through the Data Hub and the data is free at the point of use.

The available APIs include those for: OS Maps for integration of OS mapping into apps and websites; OS Vector Tile API for the creation of customisable vector maps; OS Features for direct access to OS MasterMap for data analysis; OS Downloads to download OS OpenData products; OS Names, a location look-up service including place names, postcodes, roads and other features; OS Linked Identifiers for access to relationships between properties, streets and OS MasterMap features; and OS Places, a secure online address database..

https://www.ukauthority.com/articles/ordnance-survey-opens-os-data-hub-to-public-sector/

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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'.

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

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MEMBERS NEWS

Stagecoach to invest £4m in bridge alert technology

Stagecoach has worked with GreenRoad to develop new technology that will upgrade current software fitted to its fleet and inform driving staff, via a speaker, if they are nearing a low bridge

Stagecoach announced on 13 January that it will become the first bus operator in the country to invest in the national roll-out of new bridge alert technology across its fleet.

The £4m project will strengthen existing measures in place to prevent bridge strikes and build on Stagecoach's use of the GreenRoad driver safety and fuel efficiency system.

GreenRoad's core safety system is installed on all of Stagecoach's 8.000 buses in England, Scotland and Wales. The technology also serves professional drivers from companies across Europe, the Middle East, America, Australia and New Zealand.

Using a simple traffic-light-like LED system on the dashboard, the GreenRoad system gives drivers instant feedback about their driving manoeuvres, encouraging smoother, safer, more fuel-efficient driving that is more comfortable for passengers.

A national roll-out of the new system has commenced on all Stagecoach buses. Stagecoach has been in discussions with GreenRoad over the past eight months on how to extend the telematics technology to further improve safety for its fleet – including 3,800 double-decker buses – around low bridges.

As well as the potential for serious injuries, bridge strikes have significant financial and other costs for the country. On average, a single bridge strike costs more than £6,000 and in 2019-20 these incidents resulted in more than 7,800 hours of delays for rail passengers alone.

The intelligent GreenRoad system will use GPS vehicle location data and mapping services to alert the driver to nearby low bridges. If the technology determines that the bus is heading towards a low bridge, it will sound an in-cab alert, allowing a safe exit route that avoids the bridge.

MEMBERS NEWS

Following a 16-week software development phase, the technology and associated speakers will be installed on Stagecoach buses across the country by summer 2021.

It will enhance a range of existing safety measures in place, including the design of bus routes to avoid low bridges, detailed classroom and practical route training for drivers, and ongoing work with authorities to ensure the placement of appropriate signage and other alerts.

MK Council Joins Local Real Time Passenger Information Consortium

Milton Keynes Council has joined the Cambridgeshire Consortium Bus Real Time Passenger Information (RTPI) system to deliver real time passenger information across the city.

MK Council joins six other local authorities led by Cambridgeshire County Council, including Peterborough City Council, Northamptonshire County Council, Luton Borough Council, Bedford Borough Council and Central Bedfordshire Council. The consortium was established to provide a consistent, reliable source of bus real time information across the regions bus network and provide best value delivered through shared services.

Since 2007, the Consortium system designed and delivered by Vix Technology has grown significantly, covering all routes in the consortium region, including the award-winning Cambridgeshire Guided Busway, Luton-Dunstable Guided Busway and all of the region's bus interchanges. With the recent addition of Milton Keynes Council the Vix RTPI system now supports 7 local authorities, 40 bus operating companies, and has capacity for 10,000 vehicles, 2,000 displays and traffic signal priority at all the regions signal facilities.

In June 2020 Milton Keynes confirmed the move to migrate all of their real time assets to the Vix Consortium. This included upgrading and recommissioning 96 in-shelter real time displays, installing 9 new off route totem displays and a brand-new customer management tool. From the beginning the Council was integrated and staff fully trained within 4 months. The project was completed on budget and ahead of schedule, with real time predictions on public transport being available to the public throughout.

MEMBERS NEWS

Adele Wearing, strategic lead for passenger transport at Milton Keynes Council said, “The transition to the new systems now means noticeable improvements for passengers which also includes new signs at the MK Central Station. The RTPI links in with the MyBusTrip and allows passengers to check schedules and predicted departure times for their stops.”

Dan Jacklin, lead project manager for Vix Technology said, “Providing passengers with live information that lets them use public transport services effectively is critical to driving adoption. The integration has gone as planned and we are very pleased to have Milton Keynes as part of the Consortium.

“With over 20 years’ experience in passenger information systems, and with a programme of enhancements to meet the future needs of passengers and cities, Vix continues to be at the forefront of passenger information systems in the United Kingdom and Ireland. We look forward to working with Milton Keynes and providing solutions to best suit the needs of the public.”

myTrip helps smaller bus operators comply with BODS regulations

2020 was a challenging year for the bus industry, with constantly changing operational concerns and new open data regulations introduced through the Bus Open Data Service (BODS) project led by the Department for Transport (DfT).

The BODS requirements aim to make it easier to find out about taking the bus, including how much a journey will cost, by publishing and storing England’s transport information in a standard format.

Passenger, who deliver apps, websites and data services to UK bus operators, has previously worked with the DfT to deliver a straightforward method to connect operators Automatic Vehicle Location (AVL) data to BODS from SIRI-VM providers (including Ticketer, Init, Traffilog, R2P, Vix and new ticket machine provider Transmach).

Now, smaller bus operators can join Passenger’s myTrip platform and link their TransXChange data directly from Passenger’s open data hub. Each operator can also connect its AVL feed, in the

MEMBERS NEWS

SIRI-VM format, directly to the BODS system, such as in the case of Norfolk operator Coach Services.

https://www.discoverpassenger.com/2021/01/20/mytrip-is-helping-smaller-bus-operators-comply-with-bods-regulations/

Retiring Bus Stop Checker

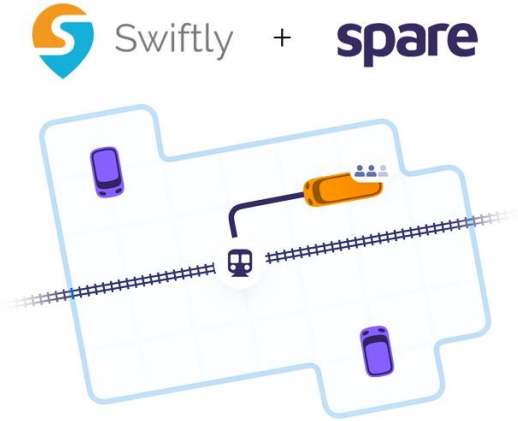
Bus Stop Checker was launched in 2018 as a Passenger initiative to check the accuracy of the UK's NaPTAN dataset after we saw discrepancies in the information provided. We hoped that the tool would encourage more much-needed discussion around the provision of accurate public transport information at the time.

Bus Stop Checker verified NaPTAN data against information in Open Street Map, then visualised the results, highlighting inaccuracies that could be otherwise overlooked.

In January 2021, our team reviewed the project and decided that we had achieved what we set out to do. Most importantly, NaPTAN is now on the agenda for the DfT and positive change is underway.

Swiftly and Spare Partner to Unite Fixed-Route and On-Demand Transit

Transit agencies can now provide the optimal mix of fixed-route and on-demand service for their local communities.



MEMBERS NEWS

How do transit agencies build back better after the pandemic? Farebox recovery and ridership have plummeted by as much as 90 percent in some cities, and budgets are being slashed at a time when costs are soaring due to increased safety and cleaning measures. In some markets, agencies have been forced to increase frequency on high-traffic routes in order to provide socially-distanced travel, while in others, they've cut service, leaving customers with fewer transit options. In other words: they are doing more with a lot less.

At both Swiftly and Spare, we use real-time data to help transit agencies make informed decisions about their service. Swiftly, which works with 90+ agencies, focuses on providing scalable data solutions for fixed-route bus networks, while Spare's platform allows transit agencies to run any kind of automated on-demand transit operation.

Combining these two approaches is essential to creating comprehensive, user-friendly public transportation that balances the tension between supplying high-frequency transit in densely populated areas and delivering equitable access for sparsely populated ones.

With this new partnership, we will be able to help authorities answer some of the most pressing questions facing the transit community today,

https://blog.goswift.ly/swiftly-and-spare-partner-to-unite-fixed-route-and-on-demand-transit-7193758ef889

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ADMIN

Management Committee Members

The Management Committee for the year 2020-2021 was appointed at the AGM on 30 April 2020. Membership is currently as follows:

Chair:

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 139 – Monday 1st March 2021.

Please send all contributions to secretariat@rtig.org.uk at any time up to Thursday 25th February 2021.

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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.