RTIG INFORM

improving public transport through technology

Members Edition **January 2022 – Issue 149**

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 Virtual Workshops

17 Jan 2022, CMS to RTI Display Interface Project - Graphical Display Requirements
19 Jan 2022, Planning Public Transport Networks
3 Feb 2022, Passenger Counting Report Launch

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

Working Groups

Vehicle Metrics

AGM

23 March 2022, Location to be agreed

Committee

27 Jan 2022, Virtual

PTIC

3 March 2022, 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

In this issue:

For all administrative matters and enquiries please contact:
RTIG Secretariat, c/o Tim Rivett Consulting Ltd,
36 Fields End, Sheffield, S36 8WH

Tel: +44 (0) 1226 762712
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

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

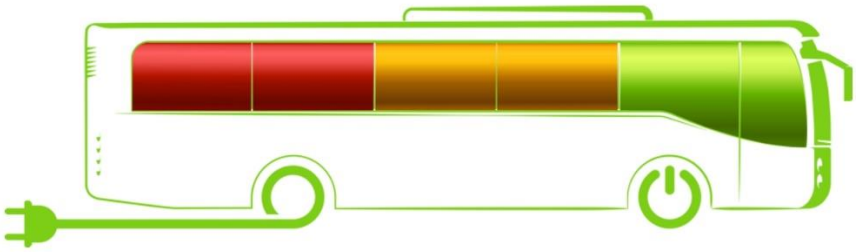
Hearing Loops

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.

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.

Vehicle Metrics Working Group



With the increase in electric vehicles, there has been discussion in a few forums about a desire to have some common key vehicle metrics to help manage fleets in control rooms and plan charging layovers etc.
There is a need to decide what data is needed on bus and what is acceptable off bus and what the quality and accuracy should be.

This is an area that is of interest to in Europe and there has been recent discussions about the development of a set of data requirement and interface standard that could be used in specifications for Standardisation through CEN and in procurements.

A working group to identify the requirements of operators and authorities is being formed.

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If you want to be involved in the working group exploring this then please let us know.

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

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.

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.

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NEWS & EVENTS

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

Managing Customer Information during Driver Shortages

A participatory discussion to work out how customer information systems, for example real time systems, can be managed to provide customers with reliable and accurate information during the current driver shortage.

- What information do customers want and need?
- How can operators, authorities and suppliers work together?
- What support is needed to make it as easy as possible?

Join in with the discussion on Thursday 13 January at 12:00 – 14:00

https://www.eventbrite.co.uk/e/managing-customer-information-during-driver-shortages-tickets-235833152307

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NEWS & EVENTS

Planning Public Transport Networks

As the pandemic rumbles on operators and authorities need to decide what a post covid, green, transport network should look like.

Ensuring the public transport network meets the needs of passengers will be a key component in recovering from Covid and of bus service improvement plans.

Passenger's travel needs and expectations have already changed and will continue to do so with increasing rapidity, how can we stay on top of their changes?

This webinar will explore the latest tools that can be used to review and design transport networks, make more efficient use of resources, and meet changing passenger needs.

Hear from :

- Prospective
- Basemap
- and more ... awaiting confirmation

When: Wednesday 19 January 2022, 12:30 – 14:00

https://www.eventbrite.co.uk/e/planning-public-transport-networks-tickets-235346747457

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

NEWS & EVENTS

procure a single CMS that can interface to multiple displays from a number of suppliers.

The standard will 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).

The interface will 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 basic text based display interface is ready to publish https://rtig.org.uk/projects/CMS_PID_Interface

Attention now turns to the functions that the graphical display interface should support and what information is required by suppliers of graphical displays to achieve these functions. Should time allow we will progress to fault reporting and management data.

Project documentation and the draft for review can be found at: https://www.rtig.org.uk/projects/CMS_PID_Interface

The next workshop is on 17 January, book here: https://www.eventbrite.co.uk/e/cms-to-rti-display-interface-project-graphical-display-requirements-tickets-235362855637

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Passenger Counting Report Launch

Passenger counting technology has developed significantly over recent years - with a much wider range of technologies used. Greater accuracy and implementation is now standard in some countries, though within the UK there are still few implementations on-bus.

The COVID-19 pandemic has changed how people approach many situations, but none so drastically as how they contend with, and avoid, crowds.

The traditional rush hour crowding on public transport has shifted away from being a slight annoyance and minor inconvenience, into being a personal health and safety concern. While several studies have found no correlation between public transport use and COVID-19 transmission, more effort will be needed to change perceptions and boost confidence and trust.

Sharing occupancy levels on public transport vehicles empowers passengers to make informed decisions about their trips now; and will continue to add value to the passenger experience beyond the pandemic.

Automated Passenger Counting (APC) is not new, having been introduced in the 1970s; but new technologies and techniques have been rapidly emerging in recent years.
Over the course of 2020, significant work was carried out and progress made, by suppliers and bus operators to introduce passenger counting solutions and present the information to passengers.

Passenger counting can be used for a range of different purposes from providing information to customers about the live loading of a vehicle, through to service operation and planning.

This report will help members understand the benefits of passenger counting and some of the potential use cases; and to develop business cases and understand the technology options.

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Members can access the report when logged in to the website.

Non-members wanting a copy please get in touch to discuss the options available.

We will review the key elements of the report in a webinar on:
3 February 12:30 -14:00

https://www.eventbrite.co.uk/e/passenger-counting-report-launch-tickets-235382022967

Low Bridge Strikes

We have published our paper on Low Bridge Strikes. This paper brings together the findings of an RTIG research project carried out in 2021.

Low Bridge Strikes have been a problem for high-sided vehicles such as HGVs and buses for a long time and can be very costly - both in economic and human terms.

There was a focus on HGV bridge strikes around 2010-2012 arising from the huge damage being done to the rail network. Similarly, bus operators have understandably been focussing on the issue in light of the spate of very serious bus bridge strikes in 2020.

The primary function of the research and this report is to raise awareness of the problem in the UK bus industry; and offer some guidance on how bus operators might prevent and ultimately - eradicate the problem.

The paper is being made publicly available on the website because of the wide safety implications:
https://www.rtig.org.uk/documents/rtigt044-1

A webinar to introduce the paper and solutions is being planned.

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NEWS & EVENTS

On Bus Audio Visual Display Implementations Report Published

In 2017, through the Bus Services Act, the government introduced powers to require the provision of audible and visible information on local bus services throughout Great Britain.

When enacted, this will require bus operators to equip their vehicles with display screens to provide next stop information and audio systems to announce the information - using both speakers and induction loops.

This document provides advice and guidance on the customer information requirement, different types of displays and audio equipment, installation and maintenance of on bus audio visual equipment to assist operators in identifying the right solution for their operation and how it needs to be managed and maintained.

Because of the importance of this topic to the industry as a whole in the coming years this report is available to members and non-members:

https://www.rtig.org.uk/documents/rtigt045-1

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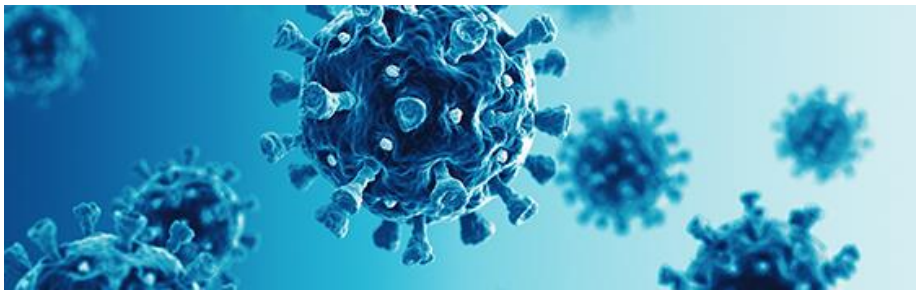
NEWS & EVENTS

Face to Face Meetings and Events



Following a survey of a few of our members and the concern about the impact of the new Omicron we have placed our plans to restart face to face events on hold, until more is known about its impact.

We will review the situation in January 2022 as we are keen to see you in person as soon as possible.

2022-23 Business Plan

Now we are in the latter part of the 2021/22 business plan year it is time to start to consider what RTIG should be doing for the period from April 2022.

If you have anything that you would like to see RTIG involved in, producing or organising during 2022- 23 then please get in touch with Tim tim.rivett@rtig.org.uk .

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Annual General Meeting 2022

The AGM will be on Wednesday 23rd March 2022 at 13:00 and will either be part of a wider face to face workshop or held online depending on

The AGM will review 2021 and the 2022 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 FY22-23.

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

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DfT NEWS

Stagecoach published their national fares dataset

Stagecoach became the first major operator to publish full fares data outside of London to the Bus Open Data Service, aiming to offer transparency to customers and stakeholders. Stagecoach has been publishing timetable and vehicle location data for some months and is now the first major operator to publish fares data.

Stagecoach has also been working with local and national government, other bus operators and consultations with the public to help deliver improved services for customers, create healthier, more connected communities and support the countries new zero ambitions as art of the Bus Service Improvement Plans.

Marc Atkins-Turley, Commercial Director for Stagecoach said: “We are delighted to be the first major operator to publish this data and hope that along with Bus Service Improvement Plans, fares can be made even better value and services more reliable if enough action is taken by national government and local authorities to address congestion and give bus passengers and their services better priority. Following on from COP26 we know this is part of their agenda and are looking forward to the progression made over the coming years.

The newest release of the Bus Open Data Service is now live

This new release focuses on providing the SIRI VM Validator to automated vehicle location (AVL) feeds, to increasingly standardise location data and improve its quality.

- The implemented changes are designed to standardise the location data and improve its data quality, allowing data consumers to have a higher reliance on location data from the Bus Open Data Service.
- BODs publishers will be provided with reports on Siri VM schema validation checks, with a status of: compliant, partially compliant or non-compliant. This will inform operators of any missing mandatory fields and allow data consumers to address any data discrepancies the provided data feed may have. The BODS team will be addressing any queries on regular 121 and drop-in sessions.

DfT NEWS

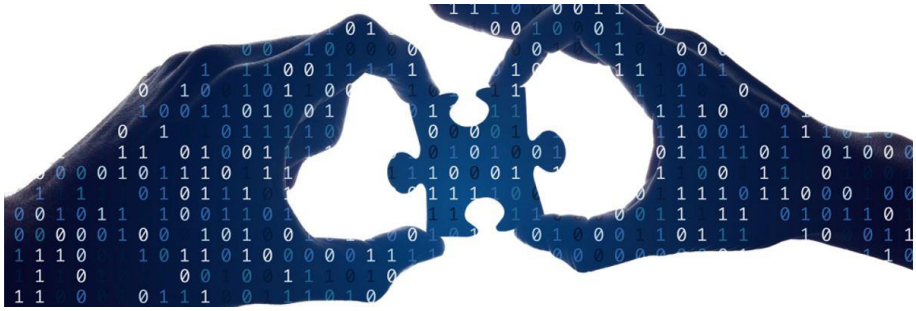
- The high-quality location data is the foundation layer for predictions services, informing passengers how many minutes away their bus is from the bus stop and how long their journey will take, which enhances the passenger experience and research shows increases the utilisation of public transport.
- TfL data is now included in the location data service and can be accessed via API. In the next release we will include the downloadable and searchable function for the TfL data. Currently, approximately 26,000 vehicles are providing their location data to the Bus Open Data Service.
- Location data consumers can provide feedback to the data publishers on the individual data feeds as well as inform us about the service via BODS Twitter.
- In the future we will be conducting user surveys to understand how this change made an impact on both the publisher and consumer community.

This release also fixes a known issue affecting version control data in timetables files. For more information, please explore the changelog which provides information on the current release, known issues, and fixed issues.
https://www.bus-data.dft.gov.uk/changelog/

If you have any questions or would like to talk to the team about this update or if you have any questions, please contact the helpdesk:

- Telephone: +44 (0) 800 028 0930
- Email: bodshelpdesk@kpmg.co.uk

UK Public Transport Information - SIRI VM & Data Matching



To achieve customers' expectations and the benefits of real time information is it is important that the necessary data is readily available and of good quality to enable easy processing.

DfT NEWS

The Bus Open Data programme, coming from the Bus Services Act 2017, places a requirement on all bus operators of local bus services across England to openly publish timetables, fares and location data for their registered services. This includes producing SIRI (VM) data containing their vehicles location as open data. While SIRI has been around for many years now, and is a mature standard, there are different ways in which data can be constructed within the standard.

As part of the Bus Open Data Service (BODS) programme, the Department for Transport (DfT) has developed a SIRI (VM) profile to support BODS. The aim of this profile is to specify a consistent use of elements and a consistent way of using SIRI VM that will be used within BODS and which will lead to a higher quality data set and, at the same time, lower the barriers to entry by users new to SIRI.

This profile is set out in this document, which is currently in Draft, and following the current consultation will be published in final form during January.

https://www.rtig.org.uk/bods/SIRI_VM_Data_Matching

Comments should be sent to tim.rivett@rtig.org.uk

New API for NaPTAN

As part of developing the new NaPTAN site, we listened to feedback and have developed an API. This will give the ability to automate a download of all, or parts of, the NaPTAN dataset into the systems.

Anyone who has been using either the FTP Download, or the URL download from the old NaPTAN site, should migrate to using the API. This API will deliver the same high-quality data in CSV and XML format as you can get from the New NaPTAN site. All of the outputs are checked against the relevant schema so the files we serve are of the finest quality.

The team have been working to ensure our solution is as extensible, accessible and usable as possible. We have a detailed, clear documentation page, and we are developing some useful settings based on early feedback.

DfT NEWS

We are planning the future for the API and are looking to give the ability to filter the data by date, so you do not need to download all the dataset, only the most recent changes. We will be investigating if you would like the data via more modern data protocols such as JSON.

We are pleased to announce that a new API for downloading NaPTAN data is now available. You can find the documentation to access the API at https://naptan.api.dft.gov.uk/swagger/index.html .

This is the permanent home for this service.

The API will give you access to exactly the same data as the new NaPTAN website https://beta-naptan.dft.gov.uk/ but will allow you to create a permanent URL for your data query.

If you have any queries about using the API or would like any help getting started please do get in touch with us at our support address naptan.nptg@dft.gov.uk .

OLD NaPTAN download service ends 14 January

Please note that due to response to feedback, we have delayed the closure of the old NaPTAN download service to the 14 January. This only affects the download service. Last submissions, NPTG and upload will remain unaffected.

If you have any questions about the closure of this service please do get in touch immediately at naptan.nptg@dft.gov.uk .

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IN OTHER NEWS

ITS Evaluation Guidance recording and documentation

This ITS Evaluation Guidance complements the work that the Transport Technology Forum does to support local highway authorities to deliver innovation and data-led services for their road networks. Investment in transport is critical to delivering the Government's economic agenda.

Technological developments and new data models increasingly play a significant role in determining how people and goods move around the UK, and the development of intelligent transport systems (ITS) is at the forefront of the Government's "Future of Transport" programme. But these interventions do not lend themselves to the monitoring and evaluation processes designed for traditional major transport investment.

Evaluation is an essential part of ensuring that the best use is made of limited resources. The Guidance is intended to provide greater assurance and accountability, in times of constrained resources, and to demonstrate that local highway authorities are making the right decisions, capturing benefits and providing a strong evidence base for future investment.

The Guidance is also designed to create a nationally consistent approach to the collection of evidence about ITS investments in order to measure their success. The expectation is that it will be adopted by local authorities to inform decision-making about changes to existing interventions as well as potential future investment.

https://ttf.uk.net/news/its-evaluation-guidance-recording-and-documentation/

CPC seeks Manual for Smart Streets Feedback

The Transport Technology Forum is working with the Connected Places Catapult on the new MANUAL FOR SMART STREETS and we are asking local authorities and their advisers to help shape the new documentation by feeding back on the project so far.

IN OTHER NEWS

The Manual is a series of documents to provide guidance to authorities for the delivery of the technology-driven services that enable traffic management in our increasingly digital world

The CPC has already published drafts of the first two use cases on AIR QUALITY MANAGEMENT and TRANSPORT PAYMENT SYSTEMS. In total, twelve use cases will be produced.

The CPC says it is very keen to get feedback, so has produced a short SURVEY which it asks stakeholders to take five minutes to fill in.

The material will continue to be updated with the intention that it will become a fully developed product early in 2022.

https://ttf.uk.net/resources/mfss/

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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'.

A Journeo 28" stretched TFT, double sided, pole mounted unit in Nottingham

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MEMBERS NEWS

React Trigger System

At-Bus-Stop Audio

Improved and Accessible information at bus stops and interchanges is one of the key aspects of “Bus Back Better” and Bus Service Improvement Plans. Real-Time information displays are an integral means to deliver information to passengers but must be accessible to all users to have the desired effect, providing equal access, enabling all society to benefit and not to further isolate passengers with impairments.
The provision of accessible audio information is essential for passengers with reduced mobility, who are either unable or potentially unable to see the real-time information displays and locate and activate push buttons.

The solution:
The React RNIB ‘talking display system’ is a widely adopted system for delivering a universal approach for at-stop-audio, which is authority and system integrator agnostic – thereby able to deliver a unified approach for the passenger, regardless to region.

The system comprises 2 approaches

a) the ‘Key Fob Trigger Solution’
Key Fobs available from Councils or direct from React

b) the ‘APP Trigger Solution’
The “React Access Trigger” APP is available on Google Play & Apple Store)

Both solutions provide the passenger with an automatic audible proximity alert to their presence at the bus stop area (typically 5-meter range) and allows them to request further audible Wayfinding and Departure Information from the display, at the user’s request.

The Apple and Android Smartphone APPS are integrated with the phone’s native accessibility features, such as voiceover / talkback, easy mode, font, and colour/contrast adjustments making them simple and easy to use.
‘React Access Trigger’ APP Demo: https://youtu.be/KmErcjoHzgU

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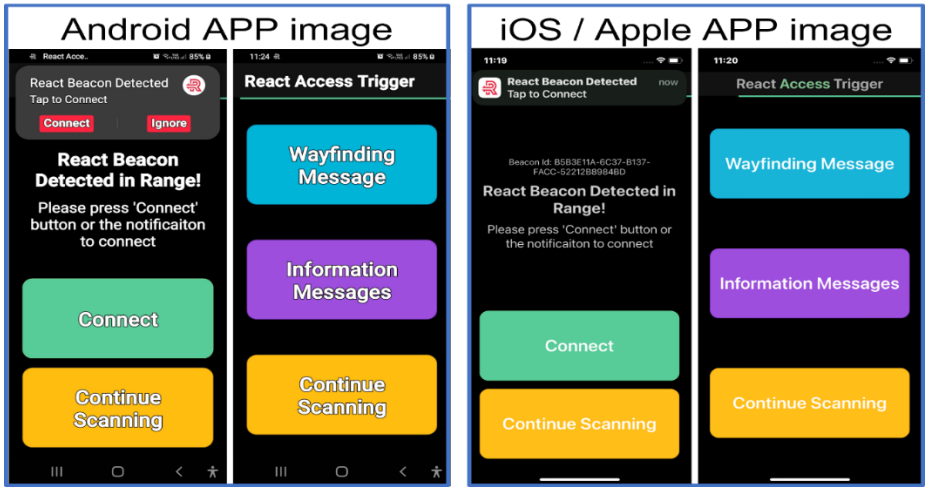

For further information about React Accessibility ltd please visit our website:- https://react-access.com

M2M TECH - Connecting the Future

M2M TECH deploy the React 'APP Trigger Solution' in Oxfordshire providing accessible audio information for passengers alongside their unique 'Clear View' & 'Focus Vision' presentation.

As well as providing accessible audio, the APP also triggers 'Focus Vision' which dynamically re-arranges the information presented to the passenger with 'single service focus', in larger, bold text fonts covering the complete display, making it easier for passengers to see and read, combine with synchronised audible.
'Focus View' Demo: M2M Tech Focus Vision - YouTube

All displays, whether be LED or TFT technology, Mains powered, or Solar/Battery (off-grid) can support the React RNIB 'talking display system'.
For further information about M2M TECH LTD please visit our website:- https://www.m2mtechltd.com/

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Karlsruhe light rail controlled by INIT's ITCS in the brand new city tunnel

Since the middle of December, Karlsruhe's light rail system doesn't only operate as a train far into the region, or as a tram within the city and its suburbs, but now also like a metro in the newly opened City Tunnel called "the T". Whether they are underground or 100 km away in Öhringen, all light rail vehicles, trams and buses serving the Karlsruhe Transport Authority (KVV) area, are controlled across the entire network within the same operations control system - the Intermodal Transport Control System MOBILE-ITCS from INIT.

At the tunnel entrance, the vehicle operators must switch from driving by sight to obeying an intricate signalling system to ensure operational safety throughout the tunnel. Until now, this has always required the operating companies to also switch to another operating system.

For the two Karlsruhe rail transport companies Verkehrsbetriebe Karlsruhe GmbH (VBK) and Albtal-Verkehrs-Gesellschaft mbH (AVG), however, it was essential to continue to control all non-safety related aspects in MOBILE-ITCS, even in signaled sections of the network such as the new tunnel.

The requested functionalities include operations monitoring, any necessary dispatching measures, voice and data communication and last but not least, passenger information – all of which are carried out by INIT's proven ITCS. Over the last few years, a solution for these new tunnel requirements has been steadily prepared.

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Latest Journeo technologies available on TTAS framework

21st Century Passenger Systems Limited, part of Journeo plc, has been named as a supplier on Crown Commercial Service's Transport Technology & Associated Services (TTAS) framework. This framework is designed to help customers with decarbonisation across their procurement portfolio and is free to use for local authorities, other public sector bodies and charities.

Crown Commercial Service (CCS) supports the public sector to achieve maximum commercial value when procuring common goods and services. In 2020/21 CCS helped the public sector to achieve commercial benefits equal to £2.04bn – supporting world-class public services that offer best value for taxpayers.

The Transport Technology & Associated Services framework provides local transport authorities with direct access to Journeo's technologies which connect millions of journeys, in real-time, every day.

The framework allows 21st Century to be considered for call-off contracts and direct catalogue-style purchasing, providing a procurement route for local authorities and Government organisations in England and the devolved administrations in Wales, Scotland and Northern Ireland, to place orders directly for Transport and Pedestrian Control (Lot 2), Transport Data Services (Lot 4) and Sustainable Transport Technologies (Lot 5). It has an initial two-year term with the option of up to two additional years extension.

Passenger: Service disruptions – Giving users the information they need

A disruption information system built by UK transport technology company Passenger delivers real time information to users, including network, line and stop alerts that can be set by an operator and displayed in apps and websites. Since its launch in 2017, and in daily use by every single one of their Premium operators, the tool has handled over 37,000 service alerts.

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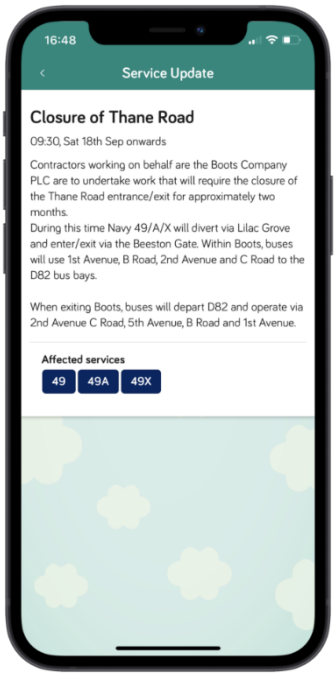
Disruptions alerts are used by Premium operators to let users know when there is a problem on the network, a line, or at a stop. Both current and future alerts can be displayed, to assist with immediate and future journey planning. Disruptions can be set by date, date range, for recurring, future, potential and actual events.



This is an incredibly flexible and efficient communication tool. If for example, an operator becomes aware of traffic congestion that will affect journey times or need to alert users to reduced services due to poor weather, road closures or any other reason, alerts can be prominently displayed in a variety of ways on apps and websites.

Passengers journey cancellation tool reduces the risk of error by ensuring that data inputs are valid and output messages are true, and when used as an internal workflow, also allows operators to spend more time on other operational aspects.

There are even more exciting features planned following the results of a recent discovery phase. Passenger have recognised the significant challenges facing operators today, and are developing ways to enhance existing tools to provide flexible and intelligent ways to redistribute resources during periods of high disruptions and cancellations.

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ADMIN

Management Committee Members

The Management Committee for the year 2021-2022 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.

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Next issue

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