RTIG INFORM

improving public transport through technology

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

8 July 2021,	Names – How do we name a stop?
15 July 2021,	Putting a stop on a map!
18 August 2021,	Analyse Bus Open Data (ABOD) – New enhanced data analyses

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

Working Groups

On Bus AV displays
Environmental Impact of Displays
Passenger Counting

Committee
8 July 2021, Virtual

Bus Open Data Service Events
the full list of regularly updated events here:
https://www.eventbrite.co.uk/o/bus-open-data-service-31561104991

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Connected Places: new NCSC security principles for 'Smart Cities'

Members' news: showcasing innovation

Admin: useful facts about RTIG
Committee members
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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 .

Environmental Impact of Displays

Environmental
Impact of
Displays

There are a bewildering range of displays on offer from suppliers from LED to TFT powered by mains, battery and solar.

With the climate emergency and environmental concerns high in peoples minds the impact of our choices of technology need to be considered more than ever.

Purchasing and environmental teams are increasing expecting questions to be asked whenever equipment is purchased.

What is the impact of the choices we make?
Do we know which technologies are better for the environment?
Do we know the carbon impact of different display types and technologies?

We do not know the answers to these at RTIG, neither do we know if these are even the right questions to be asking.

To help make sure we ask the right questions and are able to help people with finding the answers we are setting up a new working group to look at the environmental and carbon impact of different display technologies and power suppliers.

If you have some of the answers, or more questions to ask, or just want to find out more then please get in touch with tim.rivett@rtig.org.uk and join the working group.

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

On Bus Audio Visual Display Implementations

There are an increasing number of successful on-bus audio visual deployments in the UK with more being installed all the time.

Once the long-awaited Accessible Information requirements for the Bus Service Act 2017 are published there will be a large number of operators with no or little experience of specifying, selecting, installing and maintaining on bus audio visual systems.

We plan to produce a series of case studies of best practice implementations and advice on specifying, selecting, installing and maintaining systems.

If you think you have experience that you would be willing to share with others, or think you have a good system then please get in touch.

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

Hearing Loops

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

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

N E W S & E V E N T S

The requirement will form part of the future vehicle requirements as seen in the new zero-emission buses scheme (see **Error! Reference source not found.**).

We will be producing an advice note for operators.
If you want to be involved in the group creating this then please let us know.

Passenger Counting Solutions Working Group

Following on from the webinars that we have been holding about passenger counting technology and its use for providing customer information we are forming a working group to report on the different technologies and produce some best practice implementation advice.

If you want to be involved in the working group creating these reports then please let us know.

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

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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

Bus Priority at Traffic Lights

The recent English bus strategy, Bus Back Better, puts significant focus on authorities to provide bus priority along congested roads and at signalised junctions.

RTIG has produced guidance on techniques and standards for bus priority at signalised junctions, with many more people becoming interested in bus priority it has become clear that there is a requirement for improved understanding of how traffic lights work and how they are managed.

We had a webinar on 10 June to look at the basics of how buses can get priority at traffic lights, what operators and authorities need to do to make it all work reliably.

N E W S & E V E N T S

Introducing the Changes to SIRI in v2.1

SIRI v2.0 has been around since 2013. A lot has changed in the world of public transport technology in the subsequent 8 years.

To ensure that the SIRI standard meets current and foreseeable future requirements and known problems with the schema are fixed an update to the standard has been being worked on by the CEN SIRI working group for the last couple of years.

The technical development of SIRI v2.1 was completed in March 2021 and the schema is available through http://github.com/SIRI-CEN/SIRI as the 'Integration' branch. This will in due course be published as the master. The supporting documentation will take some time to progress through the formal CEN release processes but at the time of writing, it is expected to be released during late 2021.

We held a webinar on 17th June to highlights the major improvements and changes and how you may want to take advantage of them in your systems.

https://youtu.be/r8pRjrvRuYw

Analyse Bus Open Data (ABOD) Service
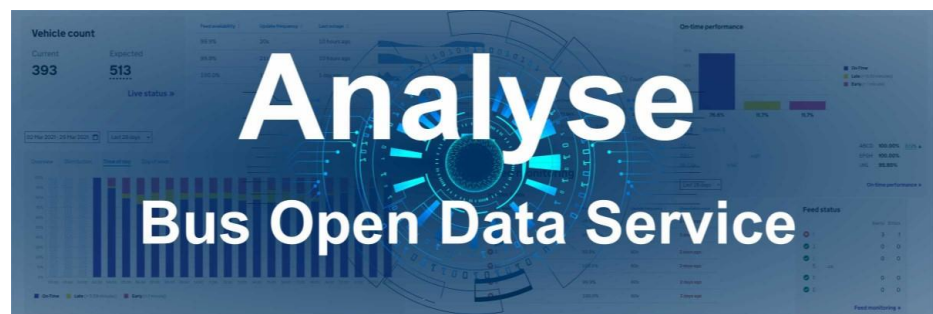
With the advent of the Bus Open Data Service (BODS), there's a growing appetite amongst stakeholders to use the data to enhance existing processes across the industry. The Analyse Bus Open Data Service is a new managed service within BODS that will enable the use of open bus data for reporting and analytics purposes and the first module is available now.

This service runs off an Integrated Transit Model (ITM), surfacing data around many issues that stakeholders have requested. This will include:

- vehicle-location feed monitoring
- alerting of delayed service
- journey completeness,
- on-time performance
- headway reporting
- enhanced vehicle data, route and operator statistics

It will give transport operators, local authorities, government, and other associated parties up-to-date data enabling them to:

- perform existing bus data analysis in faster and easier ways
- produce more accurate and detailed analysis reports
- improve on collaboration between different organisations
- inform transport policy and compliance monitoring across the industry

RTIG is supporting the Department for Transport by promoting the service to ensure operators and authorities know about the service and how they can use it.

We will be holding a series of webinars over the coming months to promote the service and make sure that users have the knowledge to make effective use of the service.

Analyse Bus Open Data (ABOD) – New enhanced data analyses Q&A
Wednesday 18th August 1300-1400

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

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

NaPTAN Workshops

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

Names – How do we name a stop?
8th July, 14:00
https://www.eventbrite.co.uk/e/naptan-names-how-do-we-name-a-stop-tickets-154796278837
It sounds so simple – giving a stop a name.
- How do we do it?
- What fields do we use to ensure we know this is the "right" High Street stop?

We want to understand how stop name fields are used, and how that can change across the country.

Putting a stop on a map!
15th July, 14:00
https://www.eventbrite.co.uk/e/naptan-putting-a-stop-on-a-map-tickets-154796627881
It always sounds so easy – put the stop on the map.
- Which map should we use?
- How should we know where "here" is?
- How precise should we be?
- How precise can you be?

We want to look at how we map stops, and some of the ways you're handling particular situations across the country so we can have an understanding of the best way to make this happen.
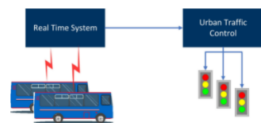
Digital priority solutions will help to revive bus usage

Digital priority solutions will help to revive bus usage

A combination of bus priority systems and longer-term infrastructure projects is the best strategy for making the bus an attractive travel choice as we recover from the Covid-19 pandemic, writes Tim Rivett

Tim Rivett

29 June 2021

Traffic signals are linked to an urban traffic control system, which decides how much priority to give a bus

With the opening up of society as Covid-19 pandemic restrictions are gradually relaxed, we have been seeing rising traffic levels for some months. Whist we are also seeing increased use of public transport it is still far from back to pre-pandemic patronage levels. This gap in patronage is likely to be difficult to close as it probably reflects those travellers who have a choice of mode. They may be continuing to use their private car because they have found it more convenient and/or they are apprehensive about returning to public transport – particularly as it becomes busier.

This group of public transport users are those who are the most important to ensuring the future financial success of public transport. Indeed, their patronage will not only be the difference between profit and losses and therefore sustainability but, I would argue, in driving appeal to new users. If someone has a choice of transport mode then the choice made says a lot to other people about the attractiveness of that mode.

Competitive journey times

This appeal is influenced by a wide range of factors: from cleanliness and perceived Covid-19 safety to the ride quality of the bus –

N E W S & E V E N T S

In the Local Transport Today published 29 June we have an article on digital bus priority as part of our work on promoting bus priority.

For those who have attended recent events on traffic lights and bus priority there should be no surprises in there.

There are many in the industry who are not aware of the art of the possible and this article will hopefully encourage questions to be asked about what is possible from those who know and can help.

https://www.transportxtra.com/publications/local-transport-today/features/69201/digital-priority-solutions-will-help-to-revive-bus-usage

D f T

N E W S

TransXChange Public Transport Information Profile v1.1.A

To minimise the resources and burden on operators in fulfilling Following feedback from data providers and consumers on the content of the TXC-PTI v1.1 Profile a consultation on some proposed changes was held in June.

The document as well as correcting some errors and omissions, resolving some of the problems with the v1.1 profile also includes updates needed to help consumers of the location data feed produce predictions as well as information on the validator and data quality checks that the Bus Open Data Service carried out on uploaded data.

To help with the consultation process a webinar was help, the recording for which is on the RTIG YouTube channel, or via a this direct link:
https://youtu.be/EJ-OFETJk7U

The final TxC-PTI v1.1.A profile is expected to be published in early July.

I N O T H E R N E W S

Taking account of carbon reduction plans in the procurement of major government contracts

In 2019 the UK became the first major economy to establish legislation to commit to achieving net zero by 2050.
The government is committed to continuing its efforts to reduce greenhouse gas emissions and deliver on its carbon budget commitments, while keeping costs down for consumers, supporting the creation of good jobs, and growing the economy. As environmental considerations and carbon emissions feature in aspects of the delivery of most public contracts, this is an opportunity for us to take steps to support that commitment and reduce emissions through public procurement.

On 5 June 2021 Cabinet Office published PPN 06/21 'Taking account of carbon reduction plans in the procurement of major government contracts'. The PPN applies to all central government departments, their executive agencies and non-departmental public bodies in England.

https://www.gov.uk/government/publications/procurement-policy-note-0621-taking-account-of-carbon-reduction-plans-in-the-procurement-of-major-government-contracts

The PPN requires suppliers who wish to bid for major government contracts worth over £5 million per year to provide a Carbon Reduction Plan (CRP) confirming the supplier's commitment to achieving net zero by 2050 in the UK. This plan must detail the supplier's operational emissions and set out the environmental management measures that they have in place which will be in effect during the performance of the contract.

A template CRP has been published in PPN 06/21, alongside a technical standard for the CRP and guidance for commercial teams.

What you need to do

Please read PPN 06/21 and ensure you take account of its contents when seeking to bid for applicable agreements.
PPN 06/21 will come into effect for applicable procurements from 30 September 2021. Please make sure you have taken the appropriate and necessary steps so that you are able to meet the requirements of the PPN before it comes into effect.

Connected Places: new NCSC security principles for 'Smart Cities'

One of the first Hollywood depictions of a cyber attack was against critical infrastructure.

It wasn't a teenager accidentally taking control of nuclear command and control, or a magic box that can decrypt anything stolen and used by shady Bond villains intent on taking over the world.

It was an attack against a city's centralised traffic management system in the 1969 film 'The Italian Job'. As part of an elaborate heist, a dodgy computer professor (played by Benny Hill) switches magnetic storage tapes for the Turin traffic control to create a gridlock. Chaos ensues, they "blow the bloody doors off", and the thieves escape with the gold.

Lots of things have changed since then. Computers generally don't make those calming 'boop beep' sounds, we don't use 1/2" vacuum column tape drives, and no one would ever condone the professor's unacceptable behaviour in the film. But computers do control more aspects of our physical lives than ever before, across interconnected systems of increased complexity. A similar 'gridlock' attack on a 21st century city would have catastrophic impacts on the people who live and work there, and criminals wouldn't likely need physical access to the traffic control system to do it.

Now think about the impact of all the sensors and intelligent systems we're slowly deploying in our physical environments in order to collect data to make services more efficient, more environmentally friendly, or to optimise other characteristics. Failures within individual systems can have terrible impacts, but as they are increasingly connected and become interdependent, the compound effects are magnified. Combine this with the potential privacy intrusion (for example, if the data are collected or processed in a dumb way) and there's lots to worry about. But it doesn't have to be like that.

IN OTHER NEWS

These connected physical environments are just emerging in the UK, so now is the time to make sure we're designing and building them properly. Because as these 'connected places' become increasingly joined up, the ubiquity of the services they provide will likely make them a target for malicious actors.

https://www.ncsc.gov.uk/collection/connected-places-security-principles

M E M B E R S   N E W S

Keeping in touch with you

As well as keeping you up to date with all the latest news from RTIG, this newsletter aims to provide a community forum for members. We therefore offer RTIG members the opportunity to submit a short article here on any issue or innovation that might be of interest to the community.

There are two ways of becoming involved in this:

▸   Email pieces to us when you have them – press release format is fine, and pictures are welcome.

▸   Nominate a marketing contact who will be included in the editor's monthly process of
    'chivvying'.

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

MEMBERS NEWS

Go-Ahead Group launch 17 apps with Passenger

Passenger, the UK's top-rated public transport app provider has helped Go-Ahead Group successfully launch 17 apps in the space of just 5 weeks, as part of their partnership announced in January 2021.

Go-Ahead Group bus operators across the country, including Metrobus, Oxford Bus Company and Bluestar, are now able to offer a simple, efficient journey planning solution to customers via their new apps. All apps feature easy ticket purchase and real-time journey information, with live departure boards, enhanced vehicle information, interactive fleet lists and the ability to check bus capacity as it approaches a stop. In addition, passengers can see the positive environmental impact of leaving their cars at home, thanks to a new step count feature (also on accompanying watch apps) and carbon emissions calculator.

Kanwar Brar, Group IT Director at The Go-Ahead Group plc said "At Go-Ahead, we're committed to improving each customer's journey from start to finish. Technology is such a vital aspect of our passengers' lives and we need to ensure we're providing them with a high-quality, cutting-edge app that helps them to be in control of their journeys. In partnership with Passenger, we're continuing to set standards for innovation, technology and sustainability."

The next phase of the project will be the launch of 8 new websites for the Go-Ahead Group in addition to the 11 Passenger websites they already have. In a significant new development for Go-Ahead, each of the Passenger-powered apps and websites will offer integrated web-to-mobile eCommerce. Customers will be able to buy tickets on the web and use them instantly in apps, making planning journeys, purchasing tickets and using them even easier.".

Ticketer Announce Exciting Partnership with VIA to Integrate DRT

Ticketer and Via announce partnership to further the integration of demand-responsive transport (DRT). They partner technology and expertise in DRT and ticketing, to enable transport authorities and operators to create efficient, connected networks.

M E M B E R S   N E W S

Via, the leader in TransitTech, and Ticketer, the UK's leading smart ticketing systems supplier, announce a partnership that will transform the way that bus operators, and local authorities in the UK are able to offer demand-responsive transport (DRT) solutions as part of a cohesive transport network. The partnership will combine Ticketer's expertise and technology for onboard electronic ticketing and software, with Via's platform for flexible DRT solutions to create a seamless and efficient integrated ticketing offering.

Across the UK, there is increasing interest in DRT as the Department for Transport (DfT) and local authorities look for ways to increase access to affordable, convenient, and equitable transport offerings that reduce private vehicle use. This is in connection to the clear and ambitious initiatives set by the DfT to drive innovation, accessibility and sustainability in transport in rural and urban areas.

As DRT networks prove to be a valuable solution to complement and extend conventional public transport where it is working well, and fill the gaps where it is needed most, there is a vast opportunity for these services to be better integrated with one another, supporting passenger journeys across both modes of transport.

https://www.ticketer.com/en/press-article/ticketer-announce-exciting-partnership-with-via-to-integrate-drt/

West Midlands to welcome UK's first 5G connected Road Sensor Network

The 5G connected network of roads will provide quicker and more accurate data to traffic control centres than what the current system of data collection offers

Transport bosses are harnessing the power of 5G technology to cut traffic congestion on some of the West Midlands busiest roads.

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A congestion busting network of 5G sensors will relay live traffic information to the regional control centre to enable swift action to be taken as queues build up – perhaps diverting buses, implementing diversions and issuing instant warnings to motorists.

https://www.intelligenttransport.com/transport-news/126103/5g-tfwm/

Keeping Hampshire bus users up to date with Real Time Passenger Information

Hampshire County Council has agreed new contract arrangements that will mean bus users can continue to be able to view live service updates at bus stops across the county

The new arrangements will enable the County Council to maintain the equipment needed for this and update it with the latest technology to continually improve the system for the benefit of passengers.

Councillor Oppenheimer said: "Approving the move to a new framework will ensure that Hampshire's bus users can continue to benefit from accurate travel information, including last minute timetable changes at the bus stop - keeping them informed about their journeys, providing reassurance and helping to support passengers' safety. Implementation of a new framework, from August 2021, will also complement our work relating to the National Bus Strategy, which aims to make public transport services an essential, attractive and commercially sustainable form of transport for Hampshire residents."

Over the past 18 years, since Real Time Passenger Information was first deployed in Hampshire, the system has expanded to handle direct links from bus operators' own tracking systems. These direct links provide data for the central system to calculate and relay bus arrival times to over 500 electronic displays located at bus stations, bus stops, and train stations with bus service connections.

The system also connects with other transport systems to give live train service on-time and disruption information, as well as communicating local data to National Public Transport Information

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and other public transport journey planning websites and apps – an aspect that also benefits visitors to the county, travelling by public transport.

The new framework will also enable the participating, neighbouring authorities of Dorset County Council, Isle of Wight Council, Oxfordshire County Council, Portsmouth City Council, Southampton City Council and West Sussex County Council to access the services.

AirLabs and Journeo team up to bring advanced air filtration technology to transport operators in the UK

21st Century Fleet Systems, part of Journeo plc, the public transport technology solutions specialist, is teaming up with air quality management experts AirLabs, in an exclusive UK partnership for the distribution of AirLabs' advanced air filtration technology – the AirBubbl. The market-leading device has been scientifically proven to remove more than 99% of airborne viruses and contaminated particulate matter and can be deployed in public transport vehicles to remove airborne coronavirus particles and air pollution, protecting passengers and drivers.

The agreement will open up access for the AirBubbl device to 21st Century's portfolio of industry leading customers, including the UK's largest transport operators such as Arriva, FirstGroup, Go-Ahead Group and National Express, as well as regional operators such as Sullivan Buses and social enterprise groups such as the HCT Group.

With more than half of respondents in a recent survey from Transport Focus saying that coronavirus has made them rethink how they will use public transport, the technology can play a key role in reassuring the public that it is safer to travel.

https://www.journeo.com/en/media/press-releases/journeo-announce-air-quality-partnership/

ADMIN

Management Committee Members

The Management Committee for the year 2020-2021 was appointed at the AGM on 18 March 2021. Membership is currently as follows:

Chair: Tony Brown

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

Contact us

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

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

Next issue

Issue 144 – Monday 2nd August 2021.

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 28th July 2021.

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