RTIG NFORM

improving public transport through technology

Non-Members Edition **June 2021 – Issue 142**

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

9 June 2021, NaPTAN – Archived / Deleted
10 June 2021, Bus Priority at Traffic Lights
17 June 2021, Introducing the Changes to SIRI in v2.1
23 June 2021, Analyse BODS – On Time Performance Module for Authorities
23 June 2021, Analyse BODS – On Time Performance Module for Operators

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

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

improving
public transport
through technology

June 2021 – Issue 142

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 .

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

NEWS & EVENTS

2021-22 Business Plan

Now we are in April (*where has the first part of the year gone?*) the new 2020/21 business plan has started

At the moment the plans include activity in these general areas:

- Foundations of real time
- Providing customer information
- Support for the bus open data programme
- Support for accessible information requirements
- Smart transport systems
- Towards Net Zero Carbon
- Transport innovations
- National and international standardisation and cooperation

The full plan is available on the website:
https://www.rtig.org.uk/system/files/documents/RTIGC069-1-0%20Business%20Plan%2021-22%20External.pdf

If you want to get involved in any of the projects in the plan then please get in touch, the initial round of working groups are being setup – see the next few articles for more information.

If you want to get involved in any of them or have any questions about the business please then please get in touch 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.

NEWS & EVENTS

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.

NEWS & EVENTS

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

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

Hearing Loops

During the pandemic, bus operators introduced Perspex screens between the driver and passenger to help provide protection from COVID-19. This barrier increased the challenge for passengers and drivers who have hearing problems.
The use of audio induction loops (hearing aid loops) and other solutions will help to alleviate some of the resultant problems.

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

NEWS & EVENTS

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

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

Webinars

With the inability to physically meet for the foreseeable future we have been running some webinars instead.

All these webinars are being recorded and available on our YouTube channel:

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

How Traffic Lights Work

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.

NEWS & EVENTS

This webinar covered the basics of how traffic lights work, when they go green and red and why, how they are can be controlled dynamically through urban traffic control systems and MOVA and other techniques.

https://youtu.be/VAaKo5sKtsc

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.

This webinar will cover the basics of how buses can get priority at traffic lights, what operators and authorities need to do to make it all work reliably.

This event is being held on 10th June 2021 at 13:00, book your ticket:
https://www.eventbrite.co.uk/e/bus-priority-at-traffic-lights-tickets-152843784875?aff=newsletter

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

NEWS & EVENTS

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.

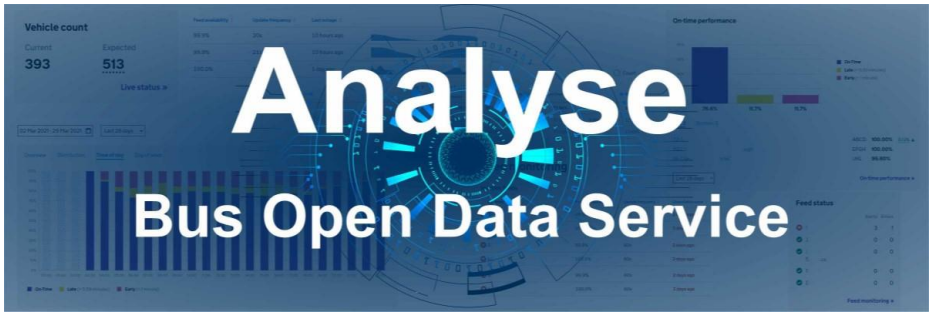
To ensure that the SIRI standard meets current and foreseeable future requirements and known problems with the schema are fixed an update to the standard has been being worked on by the CEN SIRI working group for the last couple of years.

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.

This webinar highlights the major improvements and changes and how you may want to take advantage of them in your systems.

This event is being held on 17th June 2021 at 13:00, book your ticket:
https://www.eventbrite.co.uk/e/introducing-the-changes-to-siri-in-v21-tickets-152858787749?aff=newsletter

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.

NEWS & EVENTS

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) – On-Time Performance module Q&A
Wednesday 23rd June, 1300-1400 – authorities
Thursday 24th June, 1300-1400 – operators

Analyse Bus Open Data (ABOD) – New enhanced data analyses Q&A
Wednesday 14th July, 1300-1400 – authorities
Thursday 15th July, 1200-1300 – operators

Details of booking for each of the events can be found on our Eventbrite channel, or at:

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

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

NEWS & EVENTS

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.

Archived/Deleted – how do we deal with "unwanted" stops?
9th June, 14:00
https://www.eventbrite.co.uk/e/naptan-archiveddeleted-how-do-we-deal-with-unwanted-stops-tickets-154796070213
Let's talk about the stops that are unwanted and how do we remove them.

- What does a deleted stop mean?
- Are Archived stops the ones that never existed or can never exist?
- Can any stop be resurrected?

We want to really understand all the differences on the end of life of bus stops – and what do you wish you could do in your software with them?

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.

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improving
public transport
through technology

June 2021 – Issue 142

DfT NEWS

Punctuality

The Open Data Legislation (2020) states punctuality data will be provided by bus operators from 31 March 2021, to be made openly available to data consumers.

To minimise the resources and burden on operators in fulfilling this requirement, the Bus Open Data Service will automatically generate punctuality data from the timetables and bus location (AVL) data published and make it openly available for consumers. Many operators who have published their bus live location data feeds and schedule data to the Bus Open Data Service are already benefiting from automated punctuality reports.

For this method to work, it's incredibly important for operators to publish their schedule data and corresponding bus location data complete with all mandatory fields, for each of their services that are in scope for BODS. The bus live location data validator stage will be updated later this year to reflect the requirements for mandatory fields in location data within the SIRI VM 2.0 data standard, please ensure your suppliers are ready for these updates.

How Busy is my Bus?

Novel research from Transport Focus, the independent watchdog for transport passengers, describes how passengers need live occupancy information 'pushed' to them in order to get them 'back on buses'. Notably, 'passengers are not going directly to bus operator websites or social media pages in the normal course of their day', where many operators are currently providing this information.

To enable occupancy to be shared with passengers consistently, we need this information to be available to all journey planning applications passengers are visiting throughout the normal course of their day. To support operators in addressing this passenger need, they can send this information to the Bus Open Data Service via their bus location feeds using the 'Occupancy' field. There are three enumerations in the data standard (SIRI) for occupancy describing how full the vehicle is: full, standingAvailable, seatsAvailable. Operators can define the numerical limits for these, and these limits should consider social distancing guidance that is relevant at the time.

DfT NEWS

Want to see what this occupancy data can look like? Check this visualisation out by our team at Ito World!
https://twitter.com/itoworld/status/1398238883448504321?s=20

Create Fares Data Service

A discovery piece has recently been completed on the evolution of the Create Fares Data Service. New features to be rolled out in the next three months will mean the ability for operators or their agents to create carnet products, capped products, PlusBus and 'hopper' style tickets and other flat fares. Alongside these new products, the user experience will be improved to make it simpler and quicker to use. A dataset management feature will be introduced with global settings, bulk exports, and editing functions.

Any operators, local authorities or agents interested in the service can contact bodshelpdesk@kpmg.co.uk to register.

TransMach's BODS Timetables solution

As part of our continual improvement process, TransMach has added in a new feature which now allows operators to publish their timetable data from the system. This enables small to medium size operators to comply with the BODS requirements at an affordable cost. Our customer friendly support team can also enter the schedule information on behalf of operators, if required.

The on-board ticketing solutions (TM500 on-bus and TM920 handheld) also feature ITSO, Contactless payments, Barcode scanning, Schedule adherence and many more. Please visit www.transmach.co.uk for more information. Please contact us at sales@transmach.co.uk or call on 020 8861 1946 to discuss your requirements. Please note that leasing options are now available.

COVID-19 Bus Services Support Grant (CBSSG) and Contactless Ticket Machines

The Department has revised the terms and conditions for the COVID-19 Bus Services Support Grant (CBSSG) Restart funding. Commercial operators can now be reimbursed for the leasing of new and upgraded contactless ticket machines.

DfT NEWS

Currently 84% of buses in England already accept contactless payment and we hope that through CBSSG we can encourage operators to adopt the technology and drive greater adoption of contactless across the industry, as set out in the National Bus Strategy.

The terms and conditions of BSOG can be found here: https://www.gov.uk/government/publications/bus-service-operators-grant-guidance-for-commercial-transport-operators/bus-service-operators-grant-guidance-for-commercial-transport-operators.

CBSSG was introduced to support operators entitled to BSOG thorough the pandemic. If, from reading the terms and conditions, you find you are eligible please contact the BSOG Team at BSOG@dft.gov.uk .

If you have any further questions on CBSSG, please contact the team at CBSSG@dft.gov.uk .

During the pandemic, we have seen an increase in demand for contactless payment options from both bus operators and passengers seeking to reduce interaction times between drivers and passengers and reduce contact, offering hygiene benefits. As well as supporting contactless payment onboard buses, offering a quicker boarding experience, reduced dwell times and reduced emissions, contactless ticket machines are the easiest way for operators to share live location and fares data to the Bus Open Data Service. We would recommend speaking with your ticket machine supplier who can enable the sharing of this data in the required data formats for BODS.

If you would like support to do this or understand which suppliers would work best for you, please contact the Bus Open Data Service Help Desk on +44 (0) 800 028 0930 or via email bodshelpdesk@kpmg.co.uk .

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

IN OTHER NEWS

ISO Work on testing for connectivity and safety functions of automated driving bus

The ISO working group on Intelligent Transport Systems has started to develop a new standard that focuses on connectivity and safety for operating automated driving bus that communicates with roadside infrastructure at signalised intersection, pedestrian crossing, bus stop, and critical points in a bus route.

Part 1 covers:
Identifying the framework and operation scheme of the Public Transport System using automated driving bus and defining the function and requirement of each component for providing Transport Service by automated driving bus. System components for operating it include automated bus, transportation infrastructure, monitoring center, and passenger.

Part 2 will cover:
Performance requirements for connectivity and safety functions needed for ensuring reliable Public Transport by automated driving bus. A performance test method and procedure are also needed to be developed as an International Standard in order to operate automated driving bus safely in Public Transport.

Part 3 looks at:
Identify practical use cases to support automated driving bus. Part 3 will be used to measure and improve the effectiveness of Public Transport-Intelligent Transport Systems in support of automated bus operations. A Technical Report will be developed as Part 3 of this work item that will identify practical use cases to support automated driving bus.

We are looking for people with experience or an interest in automated driving to review and comments on the documents as part of the standardisaton process.

If you are interested please let Tim tim.rivett@rtig.org.uk know.

ERTICO's Start-up Initiative

ERTICO Innovation for tomorrow's journey.

improving
public transport
through technology

June 2021 – Issue 142

IN OTHER NEWS

This year's ITS World Congress in Hamburg will feature a designated exhibition area and tightly-packed dedicated 3-day programme for start-ups supported by ERTICO's very own Start-up Initiative. Under the motto Connect, Innovate, Grow, the programme will include mentoring tours, match-making opportunities for start-ups from around the world, interested in connecting with ERTICO Partners, German industry and companies in the mobility sector. The Start-up area will not only provide space for an exhibition booth, but will serve as the innovation hub within the Congress, providing a platform for young entrepreneurs to promote their business ideas, participate in pitching sessions and attend panel discussions.

We would like to encourage that your colleagues and contacts in the start-up community and in your network also join the ERTICO Start-up programme at this year's ITS World Congress in Hamburg. We believe you may have start-ups that you wish to nominate for being part of the programme.

The Start-ups are welcome to submit their application form directly from the Congress website via this link by 20th June 2021. The selection process will take place in June-July.

If you have any questions regarding the Start-up programme, please contact Iuliia Skorykova i.skorykova@mail.ertico.com
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NeTEx Alternative Modes

A new addition to the NeTEx family of standards, part 5, has been developed and is in draft. This covers the area of alternative modes – cycling, scooters etc.

If you would like to review these and comment before formalisation then please let us know.

NeTEx Accessibility Profile Development

Work on developing a standard European profile for NeTEx covering data about the accessibility of services to passengers with restricted mobility is starting.

If you would like to be involved in this interesting and important work then please let us know.

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

IN OTHER NEWS

Proposal for new SIRI Service – Control Action

The SIRI 15531 series currently consists of the following parts:
— Part 1: Context and framework
— Part 2: Communications
— Part 3: Functional service interfaces
— Part 4: Functional service interfaces: Facility Monitoring
— Part 5: Functional service interfaces - Situation exchange

There is a proposal to create possible Part 6 of SIRI dedicated to CONTROL ACTIONs

A CONTROL ACTION is a decision made about the management of the operation of a transport system, for example to cancel or alter a planned journey. Such decisions are typically made by controllers in the control rooms of Automated Vehicle Monitoring Systems, but may also be made automatically by the monitoring processes of the AVMS itself. In a computer system, a CONTROL ACTION can be explicitly represented by data objects with standardised data structures.

The existing SIRI Situation Exchange Service provides a comprehensive description of events, disruptions, as well as general-purpose information, but is specifically dedicated to exchanging messages for passenger information, and does not provide any structured description of CONTROL ACTIONs themselves, even in situations where the CONTROL ACTION is the main cause of the Situation . Furthermore some CONTROL ACTIONs are purely internal and don't have an external cause or a consequent SITUATION of interest to passengers.

A fuller description of the planned work can be found on the PTIC website.

If you would like to be involved in the SIRI working group developing this new SIRI service then please let us know.

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

IN OTHER NEWS

Gender Equality Toolkit in Transport

A new toolkit on gender equality has been launched.

It aims to inform transport professionals how the work that they do and the decisions that they make impact women's mobility and to provide a resource to encourage them to be gender responsive, to ultimately create gender inclusive transport systems.

This open access toolkit is for transport professionals who are seeking guidance and resources to help them to understand gender equality issues in transport and to help them better incorporate gender mainstreaming into their day to day work.

https://www.the-get-it.com/

Watch out for hackers, Britain's spy agency tells smart cities

Cities embracing technology to improve urban life risk falling prey to hackers, Britain’s cyber security agency warned on Friday, urging local authorities to ensure smart cities are armed with digital defences.

Criminals and foreign governments can target technologies deployed to improve city services such as sensors and internet-connected devices to steal sensitive data and cause disruption, said Britain’s National Cyber Security Centre (NCSC).

“New digital technology is going to improve our lives and help protect the environment, but it is essential we take steps now to make connected places more resilient to cyber attacks,” Digital Infrastructure Minister Matt Warman said in a statement.

From sensors monitoring pollution to traffic lights designed to cut congestion, technology can help cities cut planet-warming emissions and make services more efficient, the NCSC said, as it published new cyber security guidance for local authorities.

But as more services become interconnected, the risks increase, said the NCSC - the tech security arm of Britain’s eavesdropping

IN OTHER NEWS

agency GCHQ, warning that failures could lead to “breaches of privacy” and even “endanger” residents.

“The ‘smarter’ cities become, the more valuable a target they will become because more data will be available to compromise and more disruption can be caused,” said Alexander Hicks, a computer science researcher at University College London (UCL).

To illustrate the risks, NCSC Technical Director Ian Levy cited cult 1969 film “The Italian Job”, in which a professor creates a gridlock by switching magnetic storage tapes used for traffic control, allowing thieves to escape with a haul of gold.

“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,” Levy wrote in a blog post.

Some cities around the world have already suffered from crippling hacks.

Last September, German prosecutors opened a homicide investigation after a woman died when her ambulance had to be diverted because the first hospital it arrived at in Duesseldorf was unable to admit her due to a cyber attack.

And in 2019, hackers demanding ransom shut down the cyber network of Johannesburg City Council, months after hitting the South African city’s energy distribution company, in an attack that left customers struggling to access a number of services.

Such recent incidents have been a wake-up call for businesses and authorities, which have often prioritised developing new tech services over security, said Enrico Mariconti, a lecturer in security and crime science at UCL.

“For a very long time security has been the annoying part when creating a product,” he told the Thomson Reuters Foundation in an online interview.

“What we’re seeing now is that with breaches becoming more and more common, the cost of designing from the beginning something more secure is much less than that of getting hit just once.”

https://www.reuters.com/article/us-britain-tech-city-idUSKBN2CO1E3

improving
public transport
through technology

June 2021 – Issue 142

IN OTHER NEWS

NCSC launches cyber Early Warning Service

The National Cyber Security Service (NCSC) has launched an Early Warning Service to alert organisations to potential cyber attacks on their networks.

It is a free service that automatically filters through trusted threat intelligence sources to provide specialised notifications to organisations so they can investigate malicious activity and take protective steps.

It can provide access to information feeds unavailable elsewhere and different types of alert covering possible network compromises, how assets have been associated with undesirable activity, and networks running vulnerable services that may need updating.

https://www.ncsc.gov.uk/information/early-warning-service

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

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.

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

MEMBERS NEWS

TransportAPI extends its partnership with First Group for another 3 years

ransportAPI is delighted to announce that we have signed a new three year contract with First Group to deliver multimodal travel information to its customers in apps and on websites.

Our Managed services power First Group's award-winning apps across rail and bus. We stream bus tracking directly into the FirstBus app with industry-leading low latency, and we deliver real-time occupancy for seats and wheelchairs on the bus. TransportAPI also provides the journey planner for the FirstBus website showing both First Group services and other services available.

Behind the scenes TransportAPI drive continuous data quality improvements to ensure that schedules are correctly formatted for integration with other data crucial to passengers such as stops and routes.

Dave Lynch, CIO of First` Group said "we are delighted to extend our partnership with TransportAPI, who have delivered exceptional quality and consistency in the information our customers need every day".

Jonathan Raper, CEO of TransportAPI said "First Group set the standards for customer information across the industry, and TransportAPI are proud to be a cornerstone of First's multimodal travel information provision".

Ito world develop Analyse Bus Open Data Service

A reporting and analytics extension to the Bus Open Data Service (BODS) – Analyse Bus Open Data – has been launched, and is being rolled out to operators and local authorities nationally.

As announced last June, Ito World has once again partnered with the Department for Transport on a second phase to BODS, to

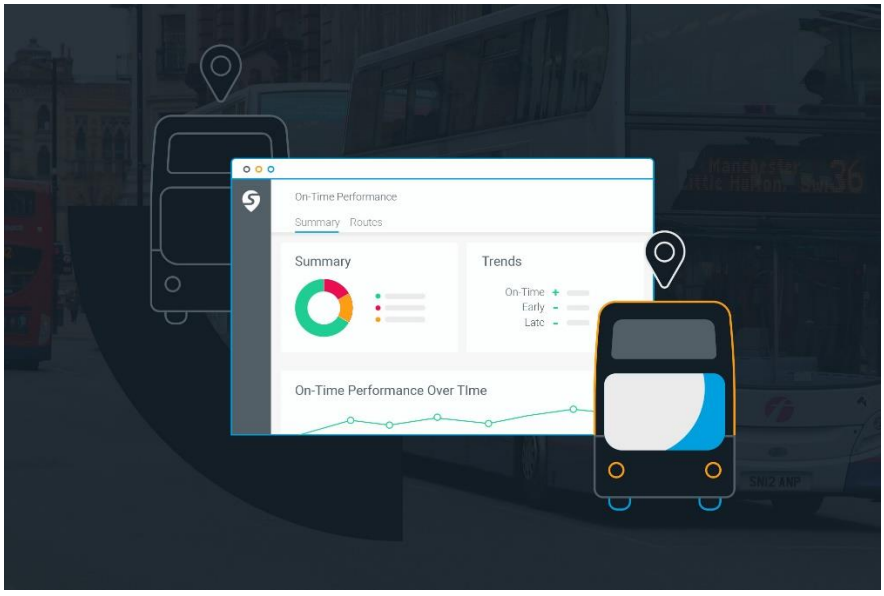
MEMBERS NEWS

enable national and local governments, regulators, and operators to monitor bus network performance across the whole of England.

The Analyse Bus Open Data service launched in January 2021, delivering a constant, real-time view of the national bus network at any point in time and providing valuable metrics to track and monitor performance of services across England.

Transport for Greater Manchester (TfGM) Increases Bus Performance Dataset by 2000% with Swiftly

Transport for Greater Manchester (TfGM) uses manual observations to understand how well buses adhere to schedule, meaning the agency generally bases conversations with operators on an incomplete sample of bus performance data.



During a 12-month proof-of-concept with Swiftly, TfGM was able to capture and visualise all bus journeys in its data, which allowed TfGM to improve service in ways they never could before. And with the Swiftly integration running two months ahead of schedule, the team was able to quickly get set up and see ROI.

https://www.goswift.ly/blog/transport-for-greater-manchester-tfgm-increases-bus-performance-dataset-by-2000-with-swiftly

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

MEMBERS NEWS

More socially distanced and eco-friendly ways to complete journeys with Passenger

UK transport app and website provider, Passenger, is working with bike-share scheme provider Beryl to inspire more people to choose alternative modes of transport to their cars.

A new e-Scooter integration feature has been introduced on Yellow Buses website and apps, and Morebus, Unibus and Southern Vectis websites, meaning travellers can now view the locations of Beryl e-Scooters in bays alongside available bikes for hire when planning their journeys.

The feature has been launched to raise awareness of the wide range of convenient, accessible and socially distanced micro-mobility options available for people to use when travelling to and from bus stops or train stations – known as the 'first and last mile' leg of their journey.

https://www.discoverpassenger.com/2021/05/18/more-socially-distanced-and-eco-friendly-ways-to-complete-journeys/

RTIG INFORM
improving public transport through technology
June 2021 – Issue 142

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 143 – Thursday 1st July 2021.

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

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