

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

- 5 Oct 2021, Bus Service Improvement Plans:
How to use Analyse Bus Open Data to support
- 22 Oct 2021, Basic Interface for CMS to RTI Displays Progress Update
- 3 Nov 2021, Analyse Bus Open Data New Features: Corridor and route segment analysis

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
- Vehicle Metrics

Committee

24 Nov 2021, Virtual

Transport Technology Forum
The Congestion Challenge
21 Oct 2021, National Railway Museum

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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For all administrative matters and enquiries please contact:

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Email: secretariat@rtig.org.uk
Web: www.rtig.org.uk

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.

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.

This group is progressing well and close to producing its report.

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.

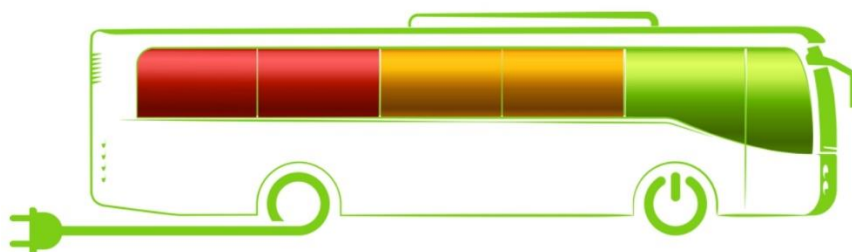
Passenger Counting Solutions Working Group



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.

This group is progressing well and close to producing its report.

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.

NEWS & EVENTS

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

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>



BODS GTFS & GTFS-RT Data: How to get the most out of it

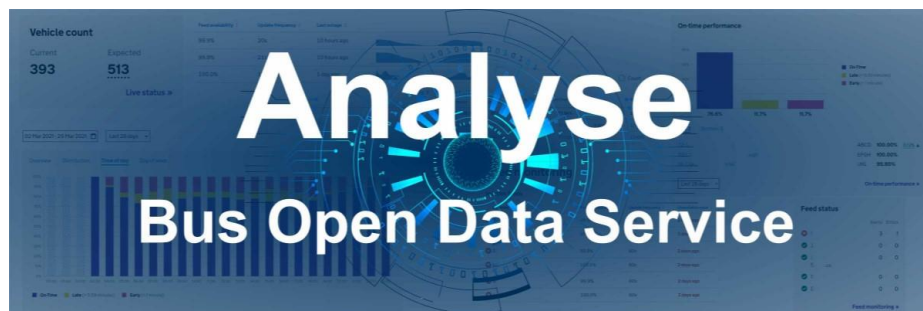


We held a webinar with ito world on 29 September to look at how data supplied to BODS is being converted to GTFS and GTFS-RT format, to help consumers use it easily.

We discussed how to access the GTFS and GTFS-RT data in BODS, and explain the enhancements that have been made to increase its readability.

https://youtu.be/-YPoh_KtcBg

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.

Recordings of the events are at:

<https://www.rtiq.org.uk/abod>

The next session is targeted to help authorities who must introduce Bus Service Improvement Plans (BSIPs) this autumn, as part of the National Bus Strategy.

Using authorities' most common BSIP metrics, we will show you how to use ABOD to analyse and monitor these going forward.

<https://www.eventbrite.co.uk/e/bus-service-improvement-plans-how-to-use-analyse-bus-open-data-to-support-tickets-169959510471>

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



The standard should 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).

We would like the interface to 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 interface should also cater for fault management data to be passed back to the CMS to enable monitoring and fault rectification.

NEWS & EVENTS

We have held three workshops so far to introduce the project and identify the wider industry business requirements.

The work has now moved on the developing a candidate technical design which then be available for review.

The next session is on 22nd October starting at 09:00 and his session will provide an update on the development of the interface and next steps.

<https://www.eventbrite.co.uk/e/basic-interface-for-cms-to-rti-displays-progress-update-tickets-180240041817>

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.

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.

Return to Face to Face?

Over the pandemic we moved activity online and have held webinars and working groups remotely.

We have learnt how to make the events and working groups work, but we know that some of you miss the physical interaction and social aspects particularly of the day workshops.



We have the equipment to record events, and live stream if that is what you want.

We know that some of you may be uncomfortable about the continued risks, or your employers are continuing to limit travel and in-person contact.

When is the right time to think about re-starting face to face events?

How do you want us to run events and working groups in the future?

Please do let us know so we can help make sure we can provide what you want in the way you want.

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Update on PTI compliance

30 September 2021 (11:59pm) is a key milestone for the standardisation of timetable data across England.

From this day onwards all data available on BODS will be fully compliant with the PTI profile; timetable files which are not TxC 2.4 PTI 1.1.a compliant will be rejected from BODS before publication.

- all data published after this time will have to be PTI compliant; this applies to newly published files.
- any previously provided data, which may not be PTI compliant, will remain available for consumers until they are updated with compliant data.

The BODS team have been working very closely with all bus operators, publishers, technology suppliers and transport SME's ensuring compliance. We are observing a big, daily increase of the PTI compliant data and increased data quality and, are working closely with those who encounter issues or need some clarifications. It is pivotal for this dataset to be data schema complaint as this is the foundational information for the consumers to use and deliver to passengers nationwide.

The process could not be simpler – talk to your agent, or your software supplier if you have any problems publishing your data to BODS.

If you have not yet contacted your supplier, or you would like to consider your options – the following are the contact details you can use to get in touch:

TxC suppliers:

- Elydium: rob.west@elydium.co.uk
- GRM: robin@grmmapping.co.uk ; Mark Knowler mark@grmmapping.co.uk
- Mentz: Alexander Klement klement@mentz.net ; Andreas Kunde kunde@mentz.net
- Omni: Aiden Proctor aiden.proctor@omnibus.uk.com ; Chris Shaw chris.shaw@omnibus.uk.com
- Opti: Amir Matalon amir@optibus.com ; Ian Kirby ian@optibus.com
- Systra: Alex Cranton acranton@systra.com
- Ticketer: David Batchelor support@ticketer.co.uk
- Transmach: Minesh Vandra minesh@transmach.co.uk
- Trapeze: Mike Hampton mike.hampton@trapezegroup.com

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Alternatively, you can use the free DfT TransXChange tool hosted here: <https://www.gov.uk/guidance/publish-bus-open-data#publishing-your-bus-data> or to be a part of a trial to use a new free TxC tool commissioned by the Powys team you can contact the helpdesk (details at end-of-page).

The BODS team look forward to further supporting all users and their suppliers, ensuring all standards for timetables, AVL and fares are successfully adopted. The team are here to help you, and if you have any questions at all about how to digitise your data according to the standards described, we can talk you through exactly what steps you need to take.

Disruptions research update

User research and stakeholder interviews have proceeded at pace to gather the necessary evidence to support a departmental policy position on the future of the Disruptions Messaging Tool, a service that was novated to the DfT in April from TfN. Currently in use by Nexus, MerseyTravel, TfGM, South Yorkshire and West Yorkshire, it aims to provide the same level of disruption information such as delays, cancellations and planned engineering works that rail passengers enjoy by publishing multimodal (bus, tram, ferry) disruptions information as open data making this available to passengers, via channels including social media and journey planners.

The central question around this policy work is the extent of its future geographical and organisational scope, whether local authorities and operators are interested, or have the resources to publish disruptions information. We're also interested to explore whether it should extend to other modes of transport. A policy position will be submitted to the Open Buses programme board in due course, and user research will continue with local authorities and operators into the Autumn. Stay tuned for more on disruptions!

Fares consumer research update

During September the BODS delivery team embarked on understanding the challenges behind fares consumer adoption and inform the data structure preferences of NeTEx. We spoke with 17+ participants who are current and future consumers of the BODS Fares data. Some takeaways from the research were as follows:

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- The general NeTEx skillset and knowledge is currently low in the industry.
- Consumers care more about consistency amongst the data structures.
- Clear and simple use case NeTEx documentation should be made available to consumers. The current NeTEx schema can be a bit too complicated and lengthy to interpret.
- GTFS2- consumers showed an interest in creating and consuming GTFS2 for fares in the future (after NeTEx standards have been tightened up).
- Consumers also showed preferences for multi-modal NeTEx data on BODS (ferry, tram, cable car etc).

The BODS Delivery team will be working on actioning some of these preferences and we will launch very soon a shorter NeTEx implementation document which will make it easy for publishers/consumers to interpret NeTEx and will standardise more elements.

Update on publication of fares data

Fares data is the single most innovative and ambitious element of BODS – and the team want to make sure you are a part of this world leading exercise to digitalise your fares and ticket price data. The process is surprisingly straight forward and ready for you to start this process right now. Contact your ticket machine supplier to get started but if this is not suitable for you – the DfT have a fantastic Create Fares Service that is free to use, you just need to contact the helpdesk to get started (contact details at end-of-page).

The BCM team is working with operators and publishers to assist with publication of Fares data. Currently there over 50 operators publishing fares data (nearly 900 datasets), using Create Fares Data Services tool. All ETM suppliers are now NeTEx compliant and the focus is very much on ensuring that operators successfully implement the changes. We are working with technology suppliers to ensure other means of data publishing are also available to operators, who are going to use other tools from the end of September

BODS helpdesk:

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

D f T N E W S

NaPTAN

Update on the Private Beta

After three months of development and testing, we are coming to the end of the private beta. All of the main data types are now available for download and feedback has been really positive.

We aim to pass our GDS service assessment in early October and passing that is required for us to open the beta to everyone.

As the public beta opens up, we will start decommissioning the old service. We will start with data download (either automated via a URL or through using website), aiming to close this by December 2021.

Why would I want to use the new service?

The new NaPTAN service is more up to date as new files are processed in minutes rather than overnight. The new service also has higher data quality. We test the output against the schema rules and have fixed a number of inaccuracies that old NaPTAN couldn't detect in the output.

New NaPTAN accepts data in all three schema versions – 2.1, 2.2 and 2.4 – this means that no data sent to us is disregarded.

The new system will output the data as either:

- the data in the given NaPTAN xml schema when one LA/ATCO code selected
- NaPTAN 2.4 xml schema when two or more LA/ATCO codes selected

Current NaPTAN update

We have stopped adding to the centrally managed stops to the old NaPTAN due to fears over the stability of the system. There are significant issues with the old service and we now only have limited ability to make changes, especially to the centrally managed stops.

As the new NaPTAN service is already more up to date, anyone experiencing issues will now be directed to use the new service.

D f T N E W S

The upload part of the service and NPTG will remain untouched for now.

If any of this causes you any concerns please get in touch with adrian.falconer@dft.gov.uk or j.harrison@dft.gov.uk.

An update on Public Meetings

We have been running Public meetings for 9 months now – these are all recorded and the videos are available on YouTube in the RTiG channel

In October we are busy with the GDS Beta Assessment and will not be running any public meetings. There will be workshops on “Stop Status” and “Business Rules” with selected representatives from the user community.

We will hold a meeting in November to present the outcomes of these workshops.

Future of Transport challenge

The Transport Challenge is now open for applications from businesses looking for support to use 5G to develop innovations in the sector. Successful applicants will gain access to cutting edge technology and private 5G networks, a tailored acceleration curriculum, coaching, mentoring and expertise provided throughout the programme from experts at Telefonica UK (O2), Deloitte, Wayra, West Midlands 5G and the Digital Catapult.

5PRING has partnered with end customers within the HS2 Ltd, Port of Tyne, National Express, Transport for West Midlands (TfWM) and BCRRE (Birmingham Centre for Railway Research and Education)

The Future of Transport challenge will provide start-ups and other small businesses with support in developing and scaling innovations which harness the power of 5G to enhance and encourage sector growth.

The challenge will provide entrants with opportunities to undertake transformative use cases and explore innovative solutions from across the transport industry, covering topics including:

- Customer Experience at public transport stations
- Railway Station Management
- Infrastructure Monitoring, Operations and Logistics
- Geotechnical Operations (Unique to HS2 Ltd and National Express)
- Port Operations (Unique to Port of Tyne)
- Port Monitoring (Unique to Port of Tyne)

Applicants with 5G-enabled solutions which leverage augmented reality, computer vision, IoT, artificial intelligence, machine learning and robotics, area encouraged to apply.

<https://5pring.org/programmes/transport/>

The Rees Jeffreys Road Fund Competition



THE REES JEFFREYS ROAD FUND COMPETITION #RJRF150

The Trustees of the Rees Jeffreys Road Fund are celebrating 150 years since the birth of their benefactor William Rees Jeffreys with a major UK-wide Competition.

The Trustees are offering grants – up to a possible £150,000, plus cash prizes of £5,000 for schools – to encourage new and creative thinking about what road users, and society as a whole, expect from the roads of the future.

The £150,000 question is: What's your vision of the way in which our roads (motorways, highways or streets) could best work for us all as we square up to the challenges of the next 50 years?

The Trustees are encouraging entries from everyone – from school children to big business.

For William Rees Jeffreys, safe and appealing roads and streets were the key to a better quality of life for all.

Trustee Andy Graham says, 'We aren't just looking for the imagination, innovation and creativity of your ideas – we want to see how imaginatively and creatively they can be presented. We're after compelling ideas, compellingly presented. Because that's what we think William would himself have wanted as a way to celebrate the 150th anniversary of his birth.'

Trustee Steve Gooding says, 'William was one of those rare people who could not only see into the future, but had the energy and knowledge to shape the way that future would play out. Roll forward to 2021. What would William be seeing today and in the future? Would his foresight have helped him see beyond the limits of today's roads and today's technology?'

Visit the Competition website at www.rjrf.uk to find out how you can enter the competition.

The Congestion Challenge

The Transport Technology Forum in-person Congestion Challenge event at the National Railway Museum in York will be on 21 October.

Among the items on the agenda:

- Details of three local authority tools the Department for Transport funded through the Small Business Research Initiative
- An update on the new STEP real time model and GLOSA in York
- How the Bus Open Data Service, BODS, can be brought into congestion management
- Details of future Department for Transport plans and spending initiatives

We will make sure there is plenty of time for networking and a chance to visit the museum.

The event is free to attend.

If you would like to come along please register your interest by emailing events@tff.uk.net.

Tim will be representing RTIG and speaking about BODS and congestion management for public transport.

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.

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S****Happy first birthday to myTrip!**

The multi-operator platform, officially launched on 1st October 2020, allows passengers to purchase tickets for bus routes across the UK using cashless options, as well as track buses live and view information on each bus. Over the last 12 months, myTrip has helped smaller operators bring people back to the bus; getting people moving, connecting communities and offering a sustainable mobility choice in villages, towns and cities around the country.

Tom Quay, CEO at Passenger commented: “As myTrip celebrates its one-year anniversary this month, it’s inspiring to see how much of a positive difference the platform has made to operators. We designed the platform with smaller operators needs as our priority, helping them modernise their services to appeal to today’s travellers and their shifting needs.”

“Digital platforms like myTrip play a part in inspiring long-term sustainability improvements which will benefit our future generations. We’re looking forward to introducing myTrip to even more communities while helping to change ingrained public mindsets when it comes to travel choices.”



Passenger and operators across the country are celebrating the first anniversary of the myTrip app, which has exceeded 50,000 users and onboarded 50 operators since launching one year ago.

M E M B E R S N E W S

r2p group acquires T.G. Baker Americas Inc

The r2p Group, a leading provider of intelligent technology systems for the public transport sector, today announced that they have acquired T.G. Baker Americas Inc. (TGBA), a company specialised in supplying scalable, integrated Passenger Information Systems for transit operators. r2p Group becomes 100% owner of TGBA and the deal is effective from today onwards, significantly enhancing r2p's position in the North American market

CLOSER TO THE CUSTOMERS

Flemming Kær, CEO of the r2p Group commented “the teams at r2p and TGBA have been working closely together since 2016, and in that time, we have formed a close and productive working relationship. The acquisition of TGBA extends that relationship with multiple benefits for both parties and their respective customers”.

With a direct foothold in North America, the r2p CEO expects a closer contact to regional customers, intensifying mutual support and cooperation with clients. With the acquisition r2p also increases its approach towards local sourcing requirements such as ‘Buy America’ and Canadian Content. The company is based in Vaughan, Canada – just north of Toronto, with an existing subsidiary in the US.

“TGBA yields in-depth knowledge of the r2p product range, competitive advantage, and value proposition”, says Flemming Kær, who considers the acquisition to be a natural extension of r2p Groups operational sphere along established channels.

TO NEW HEIGHTS

In the Canadian market the r2p NetSpire™ solution has developed into a de facto standard for transit passenger information systems, thanks to the efforts of TGBA. Many features of the NetSpire solution implemented in recent years are based on market feedback via the team from Vaughan. Going forward their involvement will be extended further, driving NetSpire innovation and product development in line with market demands to new heights.

M E M B E R S N E W S

TransportAPI New Product Release: TAPI Rail Information

At TransportAPI, we have been serving rail schedules data and real-time information (RTI) for almost ten years. Today we are relaunching our rail offer as TAPI Rail Information, inline with our other Managed Services.

Clients who trust us to serve their customers with accurate rail passenger information include Great Western Railway, Heathrow, Avanti West Coast, and Travel South Yorkshire.

Our API can scale to handle any demand thrown at it, and the information can be used in whatever way is required, from mobiles, desktops, and static display screens, to virtual assistants like Alexa.

Currently, TransportAPI serve over 100 million rail information API requests per year, covering schedules and RTI for both train station departures, and the calling points of rail journeys.

<https://www.transportapi.com/blog/2021/09/new-product-release-tapi-rail-information/>

A D M I N

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 147 – Friday 1st November 2021.

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

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