

Non-Members Edition

October 2026 – Issue 206

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

Webinars

22 October NextBuses and Transport API
National Bus Prediction Service

Face to Face

25 November Passenger Information in
Enhanced Partnership Areas
2 December Practical AI in Buses

For booking details and additional events see the website.

Working Groups

Future Bus Priority
Accessible Information

PTIC

3 December Virtual

Conferences

11 November Quality Bus 2026

RTiG Board

19 November Online

In this issue:

News and events: update on RTiG work

[Future Bus Priority Working Group](#)
[Accessibility of Printed and Electronic Information Working Groups](#)
[ITS World Congress 2027](#)
[Update to Non-Passenger Stops in Real Time Systems](#)
[Bus Network Accessibility Plans Briefing Note](#)
[Bus Services Act 2025: improving information about local services consultation](#)
[Bus Service \(Wales\) Act 2026 Consultation](#)
[Next Face to Face event](#)
[Upcoming Webinars](#)

Government News

[Senior Traffic Commissioner launches consultation on local bus service performance standards](#)
[Accessibility standards for bus manufacturers](#)
[DfT 'considering options' after wind down of TOPAS](#)

In Other News

[EU's Cyber Resilience Act starts the 24-hour vulnerability clock](#)
[Bus Centre of Excellence is Hiring](#)
[Open standard format GTFS transferred to MobilityData](#)
[Project ROUTE has launched!](#)

Members' news: showcasing innovation

[Management Board Members](#)
[Contact us](#)



For all administrative matters and enquiries please contact:

RTiG Secretariat, c/o Tim Rivett Consulting Ltd,
36 Fields End, Sheffield, S36 8WH

Tel: +44 (0) 1226 762712
Email: secretariat@rtig.org.uk
Web: www.rtig.org.uk

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.



Social Media

RTiG is on these social media channels:

Linkedin

<https://www.linkedin.com/company/12119271/>



Bluesky

<https://bsky.app/profile/rtig.org.uk>



Instagram:

https://www.instagram.com/rtig_inform/



Facebook:

<https://www.facebook.com/RTIGInform>



NEWS & EVENTS

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.

Future Bus Priority Working Group

At the last practical bus priority event there was plenty of discussion about the challenges of the current approach to providing bus priority. We discussed what works and where there are opportunities to do things differently and what the medium and long term futures may be and need to be able to handle.

It was agreed that the current RTIG / UDG standard T031 needs some updates to better meet requirements – a group has been reviewing this and is nearing the end of the review which will update the document and XML standard.

There was also a desire to fully review how bus priority could work in future. A working group has started to meet, but is in the early days still and new members are more than welcome.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

Accessibility of Printed and Electronic Information Working Groups

There are currently two documents which give advice on how to provide information to the passenger, one for electronic information and another for printed. The former is an RTIG document, the later originally developed by ATCO.

RTIGPR003-D002 Inclusive passenger information - A guide to good practice for bus passenger technology providers (2018)
ATCO Printed Information at Bus Stops - Good Practice Guidelines

Both documents are in need of review because of the passing of time, technology developments and changing understanding and capability.

We have two groups active, one looking at printed information and one on digital information.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

ITS World Congress 2027

The Intelligent Transport Systems (ITS) World Congress is the world's largest transport technology conference. The 2027 edition will be hosted by Transport for West Midlands (TfWM) at the NEC Birmingham between Monday 25 and Friday 29 October.

Over 15,000 global experts and industry leaders will attend. Delegates will participate in:

an exhibition of the latest transport products and services, talks, seminars, and workshops

a region-wide programme of technical visits, cultural experiences, and networking events



Birmingham
ITS World Congress
25-29 October 2027

Partners

ITS World Congress Birmingham 2027 is organised by ERTICO, Europe's public-private partnership for smart and sustainable mobility. The successful bid was supported by the Department for Transport, Intelligent Transport Systems UK, Department for Business and Trade, Centre for Connected and Autonomous Vehicles and NEC Birmingham.

RTiG Stand & Opportunity for Members

RTiG will be having a stand at the congress, and whilst this will be in part to raise awareness of RTiG and the work we do, the prime purpose is to showcase the excellent work done by our members and help you reach a global audience.

To achieve this our stand will be in the style of a pavilion showcasing organisations who would otherwise have their own stand.

We have committed to a stand, the size of which can change depending on demand.

If you are interested in the opportunity, then please get in contact with tim.rivett@rtig.org.uk

Better Connected - Summary of implications



Following on from the publication of the Better Connected Strategy we have summarised the impact for public transport, information and specific implications for local transport authorities, operators and the supply chain.

<https://www.rtig.org.uk/documents/rtigs017-1>

Update to Non-Passenger Stops in Real Time Systems

There is a requirement to indicate non-passenger stops (driver rests, driver change over, depots, and waiting time stops) so that these can be included in TransXChange (TXC) files in National Coach Service Database (NCSD), and Bus Open Data Service (BODS) without requiring a stop to be created in the NaPTAN database by an authority. These locations are not used by the public to access or exit public transport, they are required for operational management purposes by operators.

The inclusion of non-passenger stops will allow for improved public information through improved real time predictions, particularly where a journey is due to be operated by a vehicle on its first journey of the day, or driver rests between journeys.

Version 2 introduces the use of noPickUpAndSetDown which was added with the introduction of TransXChange 2.4.1 and 2.5.2 to support non-passenger stop. The use of noPickUpAndSetDown is mandated where a non-passenger stop is used.

<https://rtig.org.uk/documents/rtigt062-2>

Bus Network Accessibility Plans Briefing Note



Every local transport authority in England must publish its first Bus Network Accessibility Plan by 1 April 2027. The plan has to assess how well the whole bus journey works for disabled people, rate each part of the network from 0 to 5, and commit to dated improvements. DfT published its guidance on 28 August 2026, which leaves authorities about six months to co-design, assess and publish. This briefing note sets out what the duty asks for and what it means in practice.

Passenger information runs through the whole assessment, and DfT's guidance names RTiG's own inclusive passenger information guidance as a benchmark: information that falls short of it is given as an example of "inadequate" support. The note explains how the ratings work, what to record as the baseline and what to commit to at each stage of the journey, from journey planning and at-stop displays to on-bus announcements and disruption. It also covers Auracast, hearing loops, and why meeting the Accessible Information Regulations is the floor rather than the ceiling.

The note covers the legal duty, co-design and consultation, publication requirements, and how the Bus NAP fits with the Accessible Information Regulations, Better Connected, the section 25 information reforms, floating bus stop guidance, Enhanced Partnerships and franchising. It sets out what to expect for authorities, operators and suppliers, the key dates to 2030, and five things to do now.

<https://rtig.org.uk/documents/rtigt069-1>

Bus Services Act 2025: improving information about local services consultation



Bus Services Act 2025
Improving information about local services

Have your say
Consultation now open

Consultation open: July - 23 Sept 2026

Respond online and join our RTIG webinar and workshop

Service	Destination	Due
12	City Centre	2 min
7	Green Park	8 min
4	Rail Station	15 min
9	Lakeside	22 min

Real-time information for your local area

Your views will help shape better information for local bus services

The DfT published a consultation on the Bus Services Act 2025: improving information about local services and responses closed on 23 September.

Thank you to the those of you who provided comments and content.

The RTIG response is available through the website.

<https://rtig.org.uk/news/consultation-response-bus-services-act-2025-improving-information-about-local-services>

Bus Service (Wales) Act 2026 Consultation

The Welsh Government recently published a consultation seeking views on proposals for secondary legislation to enable the implementation of local bus service reform.

Thank you to the those of you who provided comments and content.

The RTIG response is available through the website.

<https://rtig.org.uk/news/consultation-response-bus-services-wales-2026>

Past Events



Bus Network Accessibility Plans

What Local Transport Authorities and Bus Operators Need to Know

28 September

The Bus Services Act 2025 has introduced a new statutory duty that every local transport authority in England now needs a plan for: publishing a bus network accessibility plan within a year, built on genuine consultation with disabled passengers and reviewed at least every three years. Join our webinar to get a clear, practical walkthrough of what Clause 21 actually requires — from what the assessment needs to cover, to who you must consult and how often you'll need to revisit it. We'll connect the dots to the guidance that sits alongside it, including the new statutory rules on floating bus stops and mandatory disability-awareness training for frontline staff, so you leave with the full picture rather than just one clause in isolation.

Whether you're scoping your authority's first accessibility plan, advising bus operators on what's coming, or simply want to separate the political noise from the practical timeline, this session is built for you.

The slides and recording are available:
<https://rtig.org.uk/workshops/2026-09-28>

Next Face to Face event

Passenger Information in Enhanced Partnership Areas



25 November 2026 – 10:30
Millenium Point, Birmingham

Enhanced Partnerships (EPs) provide a powerful framework for improving passenger information across local bus networks, but what can authorities and operators realistically achieve, and what is already being delivered in practice?

This RTiG event will explore how Enhanced Partnerships are being used to drive improvements in passenger information, from bus stops and real-time displays through to digital channels, accessibility initiatives, disruption information, and network-wide consistency. Attendees will hear directly from practitioners about the opportunities available within EP arrangements and the practical steps being taken to deliver better information for passengers.

The event will showcase real-world examples of successful initiatives, highlight lessons learned from across England, and examine how suppliers can support authorities and operators in achieving their passenger information ambitions. Whether you are developing a new EP scheme, refreshing an existing partnership, or looking for practical ideas and proven approaches, this event will provide valuable insight, case studies, and networking opportunities.

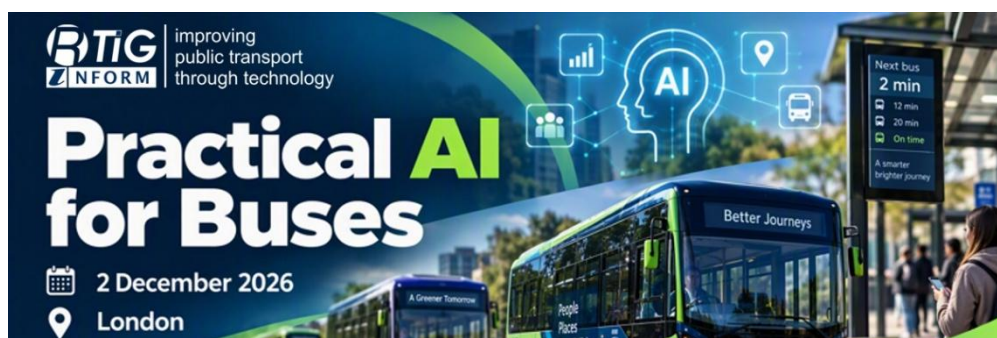
Join colleagues from local authorities, bus operators, technology suppliers, and industry bodies to discuss how Enhanced Partnerships can be used to create a more informed, confident, and connected passenger experience.

Call for speakers : please contact tim.rivett@rtig.org.uk if you would like to speak.

Book your place

<https://www.eventbrite.co.uk/e/2002638627043>

Practical AI for Buses



**2 December 2026 10:30
London**

Artificial Intelligence is rapidly moving from concept to reality across the public transport sector. From customer information and service planning to demand forecasting, asset management and operational decision support, AI technologies are already delivering tangible benefits for bus operators, local authorities and technology suppliers.

This RTiG event will focus on practical applications of AI that are available and being used today. Through a series of presentations, demonstrations and discussions, attendees will hear directly from organisations that have implemented AI-enabled solutions and learn what worked, what challenges were encountered, and the lessons learned along the way.

The event will explore real-world use cases from across the bus and wider public transport sector, highlighting opportunities to improve efficiency, enhance passenger experience, support decision-making and unlock greater value from operational data. It will also provide an opportunity to discuss emerging developments, governance considerations and how organisations can begin their own AI journey.

Whether you are a transport authority, operator, supplier or consultant, this event will provide valuable insights into how AI is being applied in practice and what it could mean for the future of bus services.

Join us in London on 2 December to separate the hype from the reality and discover how AI is already transforming public transport.

Call for speakers : please contact tim.rivett@rtig.org.uk if you would like to speak.

Book your place

<https://www.eventbrite.co.uk/e/2002702489056>

Upcoming Webinars

Traveline NextBuses and the TransportAPI national bus prediction service



22 October 2026 12:00

This webinar will outline the design and implementation of TransportAPI's new national bus prediction service, which will operate alongside NextBuses.

The 'NextBuses – powered by Transport API' service is operated under brand license agreement with Traveline. NextBuses uses LTA source data managed and provided by Traveline combined with data that TransportAPI has sourced directly from LTAs and operators.

Since the majority of bus stops in Great Britain have predictions from Nextbuses, TransportAPI's new national bus prediction service has been introduced to fill the gaps, especially in rural areas. A crucial component of the new national bus prediction service will be the data quality process that validates the cross-referencing between NaPTAN, TransXchange and the SIRI-VM available for each route. Details of this process will be covered in the webinar.

This webinar will be of interest to central and local government officers with responsibilities for strategic transport planning, bus service improvement plans (BSIPs) and operational management of public transport information. It will also be of interest to bus and train

NEWS & EVENTS

operators and to data consumers building apps or presenting bus information on screens.

The speakers will be Professor Jonathan Raper and Dr David Mountain of TransportAPI who are leading on the national bus prediction service and who have nearly two decades of experience in delivering bus real-time information (RTI) including tracking, prediction and archiving of bus journeys, with an introduction from Julie Gray Chief Executive of Traveline Information Limited.

Register now to secure your place.

<https://www.eventbrite.co.uk/e/2002698282474>

Senior Traffic Commissioner launches consultation on local bus service performance standards

The consultation seeks views from operators, local authorities, passenger groups and other stakeholders on whether current standards remain fit for purpose and how they should evolve to reflect changes in the industry, legislation and technology.

Statutory Document No. 14, which sets out how traffic commissioners approach regulatory action where services fail to meet expected standards, has not undergone a significant review for over a decade. The review forms part of the Traffic Commissioners' strategic objective to ensure that statutory guidance remains relevant, proportionate and effective.

Reviewing bus punctuality and reliability standards

The consultation focuses in particular on whether the longstanding expectation that 95% of services operate within a window of one minute early to five minutes late remains appropriate in 2026.

It also explores:

- how standards should apply to different types of services, including frequent and flexible routes
- what constitutes a 'reasonable excuse' for poor performance
- what positive actions by operators should be recognised as mitigation

In addition, the call for evidence considers whether clearer guidance is needed where performance falls below expectations, including the role of improvement plans before formal regulatory action is taken.

Wider regulatory considerations

The consultation also seeks views on a range of related regulatory matters, including:

- Compliance with Bus Open Data obligations: how traffic commissioners should respond where operators fail to meet their obligations under the Public Service Vehicles (Open Data) (England) Regulations 2020
- Traffic management: how powers under the Traffic Management Act 2004 could be used to obtain information from local authorities where network issues affect service performance
- Franchising arrangements: the appropriate regulatory response where services operate without the required authority in franchised areas

The consultation also examines how emerging technology, such as real-time passenger information, and evolving operating environments should influence regulatory expectations.

Collaboration and future standards

The Senior Traffic Commissioner has already engaged with stakeholders in developing the proposals and is now inviting broader input to help shape future guidance.

The aim is to ensure that the regulatory framework:

- supports reliable and efficient local bus services
- reflects modern operating conditions
- promotes fairness and consistency across the industry

Consultation details can be found here:

<https://www.gov.uk/government/consultations/local-bus-service-performance-standards-consultation>

RTiG Response

We will be responding to the consultation, if you have any views on how we should respond to any of the areas covered by the consultation then please let tim.rivett@rtig.org.uk know.

Accessibility standards for bus manufacturers

Recommended bus accessibility improvements agreed by the Bus Manufacturing Expert Panel has been formalised into guidance by the Department for Transport (DfT), with members of that group believing that they should be adopted by all builders wherever practicable.

That guidance was published on 21 September. It is targeted at parties involved in designing, specifying, procuring and operating buses, with the agreed measures intended “to help the industry go beyond existing legal accessibility requirements and improve the travel experience.”

Part of the same work is a separate set of standards for further research and development. Among them are use of forward-facing spaces for wheelchair users, equipment for buses to announce their presence to waiting passengers who suffer from sight loss, technology to monitor live capacity, and investigation of fitment of climate control.

The agreed and recommended standards serve to enhance the baseline required by PSVAR and the PSV Accessible Information Regulations (AIR). They aim “to improve the accessibility of buses consistently, but

G O V

N E W S

should be viewed as the foundation for further improvements rather than the end point,” DfT says.

<https://www.gov.uk/government/publications/accessibility-standards-for-bus-manufacturers/accessibility-standards-for-bus-manufacturers>

RTiG Response

Our work on inclusive information is referenced in the guidance, there other areas where we have guidance and reports some members only.

We will be putting together a page on the website brining all the resources we have together in one place, and developing webinars to support the recommendations within RTiGs areas of expertise.

DfT 'considering options' after wind down of TOPAS

TOPAS, a technical procurement standards and product registration company partially managed by the Department for Transport (DfT), has announced that it is closing down due to a lack of funds or a viable business model

The Traffic Open Products and Specifications (TOPAS) Group is overseen by a management board equally comprised of Government transport departments (DfT, Northern Ireland, Scotland and Wales), strategic and local road authorities, and industry through the trade body the Association for Road Traffic Safety & Management (ARTSM).

The group was set up as an independent, not-for-profit business following the removal of DfT Type Approval for highways products to 'ensure continuity of equipment performance through the maintenance and development of specifications and product registrations' for road traffic control, monitoring equipment, and related highway infrastructure.

Its funding model was intended to rely on product registration fees; however, this 'has not consistently generated sufficient income to support its operations'.

The group said it had received supplementary funding injections from the organisations of the management board, but these were not a long-term solution or sustainable, and in the absence of a viable business model, TOPAS announced it has decided to close.

The closure will occur in such a way as to allow those with live product developments and applications for registration to complete the process. Therefore, please be advised that no applications for registrations/re-registrations (including fees) will be accepted by TOPAS after 20th May 2027.

EU's Cyber Resilience Act starts the 24-hour vulnerability clock

Manufacturers selling products with digital elements in the EU must now report actively exploited vulnerabilities to cybersecurity authorities under the Cyber Resilience Act's mandatory reporting rules.

The reporting duties set out in Article 14 of the CRA became applicable from 11 September 2026. Subject to the regulation's exemptions, they apply to manufacturers of products with digital elements made available in the EU, regardless of where those manufacturers are based.

I N

O T H E R

N E W S

Manufacturers must submit an early warning within 24 hours of becoming aware of an actively exploited vulnerability, followed by a more detailed notification within 72 hours.

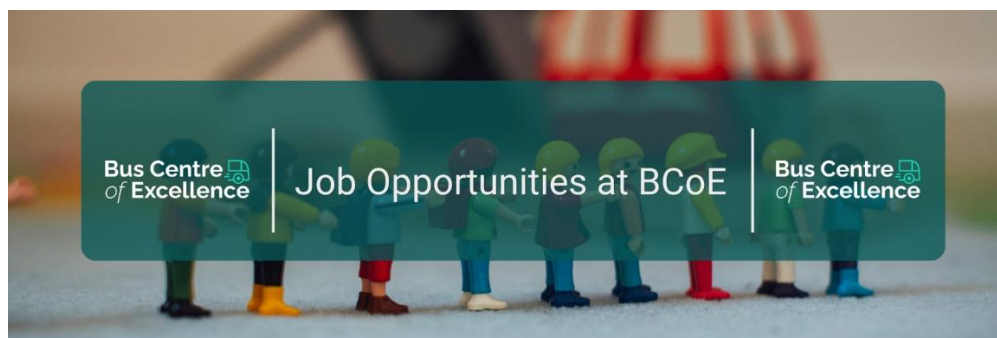
The same deadlines apply to severe incidents affecting the security of products with digital elements.

EU and non-EU manufacturers must file these reports through ENISA's Single Reporting Platform (SRP).

Notifications are addressed to the coordinating computer security incident response team (CSIRT) determined under the CRA. For an EU manufacturer, this is generally the CSIRT for the member state where it has its main establishment; separate rules determine the coordinator for manufacturers based outside the bloc.

Manufacturers must also inform affected users, where appropriate, about actively exploited vulnerabilities or severe incidents. The CRA states that users must be informed of available corrections or mitigations without undue delay.

Bus Centre of Excellence is Hiring



There are two exciting opportunities to join the BCoE team and help support the continued development of the bus sector across England.

Head of the Bus Centre of Excellence

An exciting opportunity to lead the BCoE team, working with partners across government, Local Transport Authorities and the wider bus sector.

Salary: Circa £75,000, depending on experience

Hours: Full-time, 37 hours per week

Closing date: 14 October 2026

Find out more and [apply here](#)

BCoE Membership and Performance Lead

I
N

O
T
H
E
R

N
E
W
S

Join the team to support our growing membership, strengthen engagement and help us understand and demonstrate the impact of the BCoE.

Salary: Up to £37,500 per annum, depending on experience

Hours: Full-time, 37 hours per week

Closing date: 12 October 2026

Find out more and [apply here](#)

If you're passionate about improving bus services and want to make an impact across the sector, we'd love to hear from you.

Open standard format GTFS transferred to MobilityData

Google has transferred ownership of the General Transit Feed Specification (GTFS) to MobilityData, the international non-profit that has developed and maintained the standard since 2019. The transfer makes GTFS, the format used by transit agencies around the world to share schedules and routes with riders, a Canadian owned and globally used open standard format.

Work began on GTFS in 2005 when Google and TriMet, Portland's transit agency, worked together to bring transit directions into Google Maps. Released publicly in 2006, the format spread quickly as more agencies adopted it and more apps built on it.

By 2015, that growth had created a problem: the format was diverging as different agencies and vendors extended it in different, uncoordinated ways. The Rocky Mountain Institute (RMI) began work to bring the community back together, and in April 2019 that effort led to the creation of MobilityData, a non-profit headquartered in Montréal with an international board of directors. MobilityData has since maintained and developed GTFS in partnership with the open community ever since.

<https://mobilitydata.org/transit-open-standard-format-gtfs-transferred-to-mobilitydata-making-the-worlds-leading-transit-data-standard-canadian-owned-and-globally-used/>

Project ROUTE has launched!

Over the past nine months, we have been busy laying the foundations for Project ROUTE – a new skills initiative that will reach 10,000 students and inspire them to explore the exciting digital and data careers available across the transport sector.

During that time, we have spoken to organisations across the sector about the need for a dedicated campaign that raises awareness of the breadth of digital and data opportunities in transport, while building a stronger pipeline of young people with the skills our industry will need for the future.

It has been fantastic to see such strong backing from across the sector. We now have ten partners joining us on this journey: our Lead Partner, Arup; Platinum Partners, Amey and Kainos; Silver Partners, CGI, Q-Free and The Traffic Group; and Bronze Partners Ridango, RTA Associates and Verra Mobility. Alongside them, the Department for Transport has provided Government backing and formally endorsed the campaign.

But now the real work begins.

This month, Project ROUTE began in earnest, reaching out to more than 2,600 schools, colleges and universities across the country to engage and inspire the next generation. There is a clear appetite for this initiative too - one of the highlights for me so far has been seeing the response to our Data Days, with over 100 schools applying for five spots.

Through our challenges, resources, events and engagement with industry, we want to show young people just how varied and rewarding a career in transport can be – and the vital role that digital and data skills will play in its future.

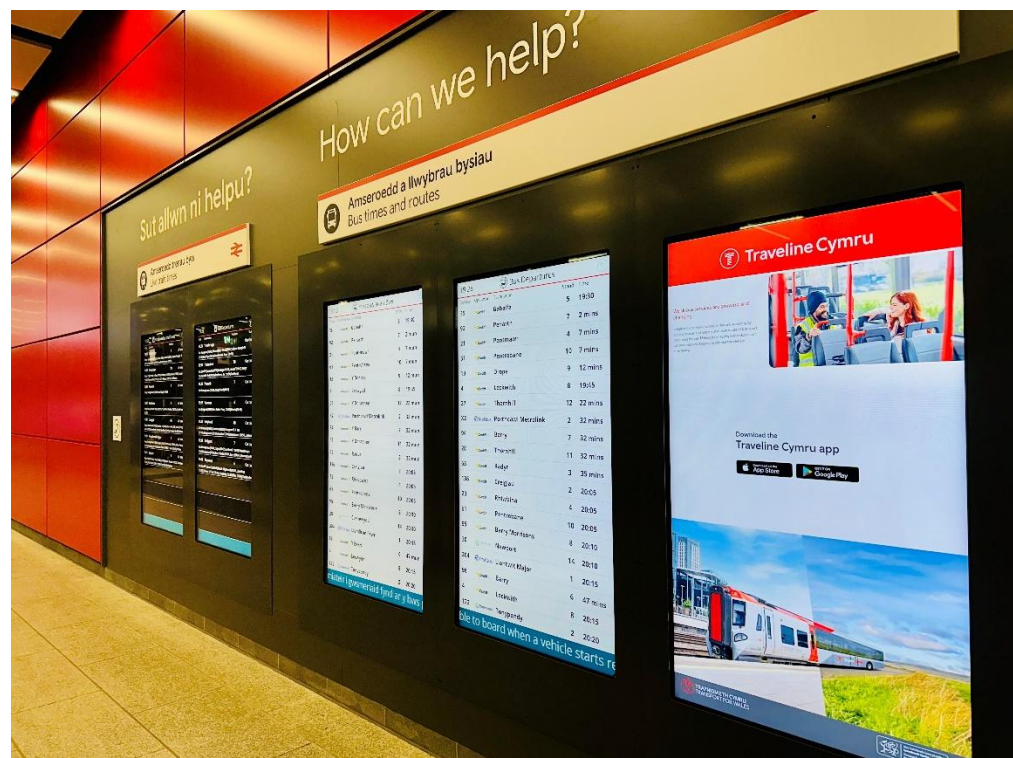
Keeping in touch with you

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.

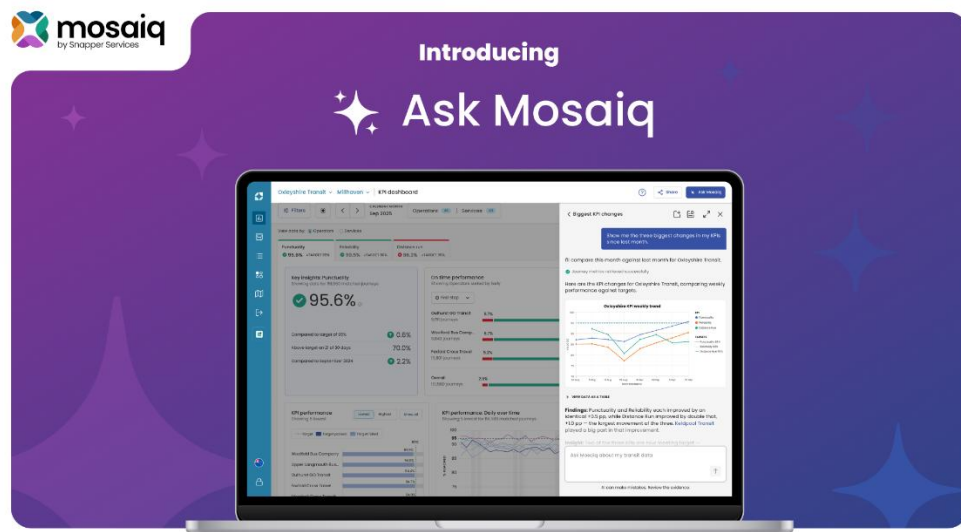
Nominate a marketing contact who will be included in the editor's monthly process of 'chivvying'.



Transport for Wales, Cardiff Interchange

Snapper Services launches Ask Mosaicq, turning weeks of transit data analysis into minutes

Snapper Services today launched Ask Mosaicq, a new AI assistant built into Mosaicq Insights, part of the Mosaicq Transit Intelligence Suite. Ask Mosaicq answers plain language questions about network performance directly, turning analysis that has traditionally taken transit teams days or weeks into a task that takes minutes.



Ask a question and Ask Mosaicq runs the analysis and answers you directly – no manual filters required. Evidence-backed answers are synthesised from your own secure Mosaicq data, drawing on third-party context such as weather where relevant.

Public transport teams have never lacked data. Mosaicq Insights already ingests more than 12 billion vehicle positions every month. What these teams have lacked is time to turn that volume into a case that can survive scrutiny from operators, unions, boards, and elected members: work that typically means manual filters, screenshots, and spreadsheets. Ask Mosaicq is built for the moments that evidence gets tested. For authorities operating under or preparing for a franchising contract, it gives planning and performance teams a direct route to evidence for committee papers and contract compliance, with period-over-period comparisons that account for seasonality automatically and data quality tracked alongside on-time performance.

“Mosaicq exists to continuously improve public transit networks around the world. Ask Mosaicq takes this to a whole new level, making it even faster and easier to understand and improve performance. It's free to try, so I'd encourage any team to put it to work on their own network and see what it finds. I can't wait to see what public transport operators and authorities

M E M B E R S

can do with the power and simplicity of plain language, reliable evidence, and direct answers,” said Miki Szikszai, CEO of Snapper Services. Public transport operators benefit too, and don't need a dedicated analyst to get there. Ask Mosaiq highlights capacity that may already be hidden in the timetable, such as buffer time built in for delays that don't always happen, or running times set for road conditions that changed years ago. Recovering that time can improve frequency and reliability without adding a vehicle or driver to the roster.

“If we're using Ask Mosaiq, it'll surface those insights for us to act on. That's utopia for a bus operator, using data that updates dynamically to improve performance and the customer experience,” said Damien Bannon, Belfast Area Manager, Translink.

Ask Mosaiq supports the wider mission of Mosaiq by Snapper Services: better, more reliable public transport that helps decongest and decarbonise cities, built on evidence authorities and operators can act on with confidence.

Mosaiq Insights and Ask Mosaiq are available for free, with no procurement process and no paid pilot required. Try it for free: <https://bit.ly/4yhVZuA>

The Role of Bus Stops in Encouraging Modal Shift

When we talk about encouraging people to leave the car at home and choose public transport, the conversation often focuses on the bus itself.

Frequency. Reliability. Routes. Fares. Journey times.

All of these factors matter. But there is another part of the journey that can have a significant influence on perception and behaviour: the bus stop.

For many passengers, the bus stop is their first physical interaction with the public transport network. It is where the journey begins, where expectations are formed and where passengers decide whether they feel comfortable, confident and informed.

<https://trueform.com/news/the-role-of-bus-stops-in-encouraging-modal-shift/#0>

N E W S

Ticketer Launch Ticketer Tag

Ticketer is pleased to announce the launch of **Ticketer Tag**, a new vehicle identification solution designed to simplify fleet operations and help improve the accuracy of vehicle-specific information. Developed directly in response to customer feedback, Ticketer Tag removes the need for drivers or engineers to manually select an associated vehicle per ticket machine, reducing administrative error and enabling seamless swapping between vehicles. Vehicle identification simplified with Ticketer Tag

Currently live with [Liverpool City Region Combined Authority](#) and with implementation underway on [Stagecoach](#), a compact microprocessor is installed within a vehicle's existing wiring loom and uses a unique ID linked to that vehicle within the [Ticketer Portal](#).



LIVERPOOL
CITY REGION
COMBINED AUTHORITY



When the [ETM](#) starts, Ticketer Tag automatically identifies and assigns the correct vehicle, helping operators reduce reliance on manual processes and ensure the right vehicle information is available from the outset.

This becomes particularly useful where systems and functionality rely on knowing exactly which vehicle is in operation. By improving the accuracy of vehicle identification, Ticketer Tag can support vehicle-specific features such as vehicle checks and low-bridge warnings, helping ensure information presented to drivers is relevant to the vehicle they are actually driving

<https://www.ticketer.com/press/ticketer-launch-ticketer-tag/>

Transit Royale celebrates five years: 200 transit agencies. Three million riders.

Back in 2021, we launched Transit Royale, a subscription that gives users access to absolutely all the features Transit has to offer. With an app that makes navigating public transit so darn delightful and predictable, we figured that not only would some riders spring for a subscription, but lots of transit agencies would choose to make Transit their official app, instead of building their own.

M E M B E R S N E W S

Five years later, we're proud as punch to announce that 200 agencies have chosen Transit as their official app. Between them, 3 million monthly Transit users in four different countries have access to Royale, gratis.

Collectively, the US and Canada contingent of those 200 agencies represent over 20% of transit ridership across the two countries, and serve around 2 billion transit trips a year.

We play a role in a major chunk of those trips: in the past year, 10 million individual users opened Transit over 2.8B times (!!!) across those agencies alone.

<https://blog.transitapp.com/royale-celebrates-five-years-200-transit-agencies-three-million-riders/>

Management Board Members

The Management Board for the year 2026-2027 was appointed at the AGM on 24 March 2026. Membership is currently as follows:

Chair: Tony Brown

Members: Sonya Sparks (Essex), Graham Davies (WYCA), Russell Gard (React Accessibility), Jon Salmon (Snapper Services), Tony Brown (Atkins), George Connell (Stagecoach), Simon Gold (Reading Buses)

Contact us

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

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

Next issue

Issue 207 – Monday 2nd November 2026

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 28 October 2026.

RTiG's newsletters are distributed by email.

To subscribe: simply complete the form online, use the QR Code or email us at newsletter@rtig.org.uk with your request and a valid email address.



To unsubscribe: email with the subject "unsubscribe" – or simply reply to your notification telling us you'd like to be taken off the list.