RTIG NFORM

improving public transport through technology

Members Edition **September 2021 – Issue 145**

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

16 Sept 2021, Standard Interface for CMS to RTI Displays
16 Sept 2021, NaPTAN – Schools Buses
23 Sept 2021, NaPTAN – Data Quality

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
9 Sept 2021, Virtual

PTIC
8 Sept 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:

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NEWS & EVENTS

Newsletter Frequency and Email Alerts

The newsletters are produced on a monthly cycle.

They will be posted on the RTIG website and emailed out to the newsletter contact list.

If you think a colleague or contact would benefit from receiving the RTIG newsletter then please ask them to fill out the form on the website or use the QR Code.

RTIG on Twitter

RTIG is now on twitter as @RtigInform

https://twitter.com/RtigInform

Photo Library

To help liven up RTIG printed and digital outputs we are interested in receiving any images of public transport information real time or otherwise that you would be happy for us to use.

We will of course credit the appropriate source if published.

If you have any material, you would be able to let us have access to please contact Tim tim.rivett@rtig.org.uk

Working Groups

If anyone wants to become involved in any of the work packages in the business plan then please feel free to discuss or commit by getting in contact with Tim tim.rivett@rtig.org.uk .

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NEWS & EVENTS

Environmental Impact of Displays

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

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

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

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

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

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

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

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NEWS & EVENTS

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.

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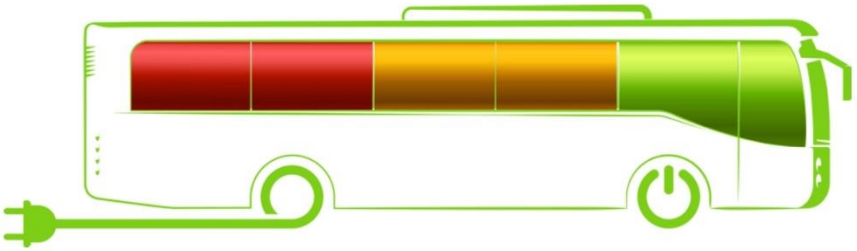
NEWS & EVENTS

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.

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

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

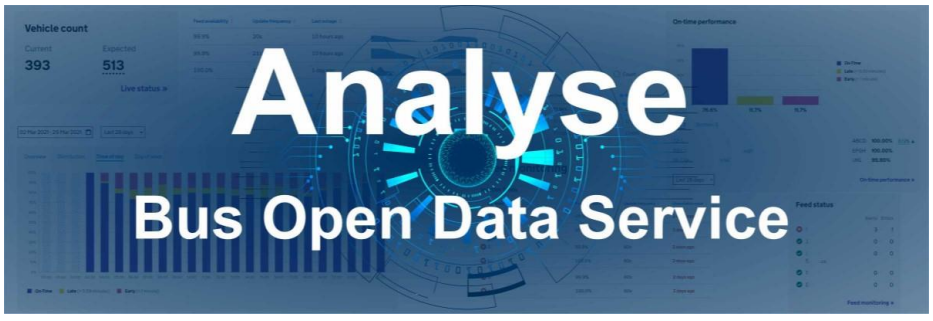
Webinars

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

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

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- 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.rtig.org.uk/abod

NaPTAN Workshops

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

NaPTAN – NaPTAN - School Buses and Accounts
16 September 2021 14:00 - 16:00

https://www.eventbrite.co.uk/e/naptan-school-buses-and-accounts-tickets-168739693967

Splitting into two parts this session will cover the needs for School Bus stops and talk about how different teams are managing these in NaPTAN. We want to find a solution that works for as many as possible and allows BODS to do what they need with schedules.

Accounts – we have a plan for the accounts that we want to present – and we can get your thoughts on how these levels might interact.

This is aimed at all users of NaPTAN, Data Producers like Local Authorities, and Data Consumers, Bus Operators, Software Developers.

NEWS & EVENTS

NaPTAN – Data Quality
23 September 2021 14:00 - 16:00
https://www.eventbrite.co.uk/e/naptan-data-quality-tickets-168740053041

We want to look deeper into Data Quality in NaPTAN – what are the things we can do in New NaPTAN to ensure we have the best, sweetest, easiest data quality.

This is looking at some of the “outside of schema” or Business Rules that might create the greatest value. What are the things we can implement, and how can we best communicate these across all of the NaPTAN users?

This is aimed at all users of NaPTAN, Data Producers like Local Authorities, and Data Consumers, Bus Operators, Software Developers.

We want to have the best NaPTAN data we can!

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

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- 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.

This session will look at the requirements for a basic interface between CMS and Displays in detail and agree how to develop a protocol.

The next session is on 16th September starting at 09:00

https://www.eventbrite.co.uk/e/basic-interface-for-cms-to-rti-displays-tickets-166969515315

Low Bridge Strikes

We will during September be releasing a document to raise awareness of low bridge strikes and which provides advice on approaches to mitigating the risk.

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Towards Net Zero Carbon

The UK government has introduced ambitious goals for the UK to become net-zero carbon by 2050 and transport is the largest source of carbon dioxide (CO2) emissions in the UK - damaging both the environment and public health.

In addition, the UK government's recent De-Carbonising Transport report outlines a strategy for reducing overall car use, promoting the "natural first choice" to be public transport and emissions-free modes of travel like walking and cycling.

We all need to address the climate crisis and RTIG is reviewing its activities to take the necessary steps to ensure our own climate impact is reduced; and to assist with and promote, the actions public transport takes to reduce its carbon footprint.

The report that is underway on the Environmental Impact of Displays is the first piece of work.

We want to know what we should do next?
How can we help you and your organisations better understand your impacts?
How can we help you reduce your impact?

Please let us know what we can do to help and what you want us to work on.

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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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DfT NEWS

Call for operators to publish their data!

We are pleased to report that the big five operators and, most medium and smaller sized operators have started publishing their timetables, fares and location data to the Publish Bus Data Service. However, there are still many medium and small operators within the scope of BODS who have registered onto the service but have yet to start publishing data.

Update on operators currently publishing:

- 134 in scope operators have neither registered nor published data.
- 114 in scope operators have published timetables but not their Actual Vehicle location (AVL).

With app developers now integrating BODS data into their products there's great incentive to ensure accurate data is uploaded to BODS. Current users include Transit, Moovit. CityMapper, CitySwift and Bus Checker.

For assistance with either registering or publishing timetable datasets, the Bus Open Data Service team are eager to help, please contact bodshelpdesk@kpmg.co.uk at the earliest opportunity and we will support you in the processes of registering and publishing your data in compliance with your statutory obligations for Bus Open Data.

For assistance publishing AVL and occupation data please contact your ticket machine supplier and our helpdesk on bodshelpdesk@kpmg.co.uk

The Create Fares Data service is available for all operators and agents!

For those bus operators who have yet to publish data on their fares and ticketing, the Create Fares Data service is a free-to-use online tool where you can create data for publication on BODS. Operators or their agents can register by contacting the BODS helpdesk: bodshelpdesk@kpmg.co.uk .

In recent months we've added new products to the service such as Carnet tickets, 'Hopper' style tickets and an expanded range of period passes. This is in addition to the existing features that cover singles, returns, flat fares, passes and school tickets. We've also improved the functionality for ticketing schemes so Transport

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for London are now able to create their flat fares as NeTEx in a quick and easy journey.

We're currently working to streamline the service of creating fares data. This means less effort for users to create their fares through use of global settings and the retention of previously created data for reuse and editing.

We've given Operators a voice to help shape how this tool evolves – any operator who'd like to be involved in this process or offer us any feedback, please get in touch with create-fares-data@infinityworks.com

New Features in the Analyse Bus Data Service!

We are continuing to develop the Analyse Bus Open Data (ABOD) service and have recently introduced new features. The ABOD service can be accessed here: https://analyse.bus-data.dft.gov.uk/dashboard

On time performance for lines and stops can now also be viewed on a map. Metrics are shown as clusters on the map, to easily identify particular areas of the service pattern experiencing more delays or early departures than expected. Delays along lines are also shown – and users can zoom in to view these on a stop-by-stop basis, with the stop name and NaPTAN code shown.

Most local authorities have now updated their NaPTAN dataset, but there are seven yet to do so: West Sussex; Hertfordshire; Northamptonshire; Shropshire; Nottingham; West Berkshire; and, Bedford. We will work with these local authorities to help them make the necessary improvements to their NaPTAN data.

Further features, including journey time calculations and corridor or route segment analyses, are due for release later this year, to support with the introduction of Bus Service Improvement Plans (BSIPs). Information on BSIPs can be found here: https://tinyurl.com/yd693acs .

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Understanding BODS timetables data quality

Good quality timetables data is of the utmost importance, to ensure data consumers can accurately interpret planned operations, match schedules to real time data, and generate accurate predictions and arrivals information for passengers. BODS provides data quality reports to all publishers. The data quality reports identify where your schedule data is not conforming to the required BODS TXC 2.4, PTI v1.1 profile. Publishers should use these reports, and work with their scheduling software providers, to ensure they publish fully compliant data to BODS as soon as possible.

At present, only 20% of timetables data in the service is compliant with the Public Transport Information (PTI) profile. The deadline for 100% compliance of timetables data in BODS is 30 Sept 2021. Operators who require assistance should contact the helpdesk on bodshelpdesk@kpmg.co.uk.

Consumers can now access summaries of BODS data quality, via an enhanced data catalogue for each dataset that includes information on BODS compliance, data quality score, and National Operator Codes (NOCs). You can also filter on these parameters via the BODS API here: https://data.bus-data.dft.gov.uk/api/.

Watch this short video to see the new data quality features recently released in BODS: https://www.itoworld.com/bus-open-data-services-new-features/.

Improving service code data

Currently, many timetable files are missing their Service Codes or use an incorrect one, which adversely affects the ability to use the data in apps, products and services. The team would like to encourage you to make sure to check this in your TransXChange files. The OTC service registration number database can be found here:
https://data.gov.uk/dataset/9ea90ed8-de54-4274-92c6-272edd518bfb/traffic-commissioners-local-bus-service-registration
Populating your service registration number for TxC PTI v1.1A:

- A service registration reference is given when the service is registered with OTC, e.g. PF0000459/134.

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- Using the registration reference for ServiceCode in this way facilitates traceability and permits other operations such as completeness checks to be carried out.
- To avoid confusion, the ServiceCode will need to replace the forward slash with a colon in the TXC-PTI, i.e. PF0000459:134

How Busy is My Bus?

As bus services resume to pre-pandemic levels and restrictions have eased, we want to ensure operators can attract passengers back to public transport. Occupancy data, telling passengers how busy their bus is, has been key to increasing confidence for people to return to public transport while remaining socially distanced. We believe occupancy data best serves passengers when it is available within multimodal journey planning apps and therefore would like to see it being made available through the Bus Open Data Service.

We have recently agreed at the Open Buses programme board that bus operators sharing this data with the Bus Open Data Service can provide it as part of their location data feed, using the SIRI VM 2.0 profile which provides three enumerations – full/standing room only/seated available.

Considering the mandatory SIRI data, population of this key data remains low in certain areas with only 34% completion of “OriginRef”; 78% completion of “Bearing”; and, 88% completion of “DestinationRef”. “Bearing” and “DestinationRef” data are deemed key to consumers and completeness of all fields enables consumers to match services. As such, we urge operators to reach out if support is required, please contact the helpdesk, who will be offering workshops and direct assistance, on: bodshelpdesk@kpmg.co.uk.

Passenger loadings are not provided as part of the feed and many major ticket machine suppliers are easily able to provide this data as part of the BODS feed, so if you are not already providing this data do speak with your ticket machine suppliers to provide it in open formats to passengers so that they can see how busy their bus is via the major journey planning apps. Thanks to all of the team at Go Ahead who have been working with DfT to lead the way in the publication of occupancy data to the BODS service.

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NaPTAN

Update on the Private Beta

The Private Beta is continuing at a pace. We have had great feedback from the users so far. We have added XML downloads for Single and Multiple Local Authorities (as well as CSV), and are working on quality checking the last piece of the puzzle – the National XML.

Thank you to everyone who has been so responsive when we have raised issues with the files you are sending into NaPTAN – being able to identify and resolve issues has meant we can ensure we have the highest quality output.

As part of the migration strategy, we are taking the inputs that are sent to Current NaPTAN (in 2.1, 2.2 and 2.4 formats) prior to any processing, and ingesting them into the New NaPTAN service.
In New NaPTAN we are checking against the relevant XML schema (NaPTAN 2.1, 2.2 and 2.4). Current NaPTAN only checks against NaPTAN 2.1 schema. This means that we are contacting some Local Authorities to “correct data” as we are now able to spot issues with the data we couldn’t detect before.
Our focus is to ensure that the quality of the data is as high as possible. To do this we are also confirming against the schema any data we output from New NaPTAN.

These actions mean that we are incrementally improving the data in NaPTAN.
If you are interested in being in the next groups coming onto the Private Beta please drop me a line – j.harrison@dft.gov.uk

Current NaPTAN update

In the current NaPTAN system there are some problems with the most recent additions to the 910 (rail) and 930 (ferry) stops. We are also aware of an issue with the data held for airports (920) which means there are two Heathrow airports in the database.

We are also aware of a request to update many of the rail stops in our database, and we are negotiating a way forward for this.
If you are having issues with your systems and require 910 and 930 stops – please drop me a line – j.harrison@dft.gov.uk – we have a solution to this issue we believe in New NaPTAN.

IN OTHER NEWS

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/

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IN OTHER NEWS

Review of Traffic Commissioner function launched

Stakeholders are being encouraged to have their say as part of a review of the Traffic Commissioner function launched by the government on 11 August 2021.

The 8 Traffic Commissioners (TCs) have responsibility in their region or county for the licensing and regulation of those who operate heavy goods vehicles, buses and coaches, and the registration of local bus services. They are assisted in this work by 11 deputy TCs, who preside over a number of public inquiries.

The review will consider whether the current role, delivery model, governance and funding arrangements are fit for the future, as well as current issues faced by the TC function, such as the impact of the pandemic and increased workload.

https://www.gov.uk/government/news/review-of-traffic-commissioner-function-launched

Ed: *last month we covered the switch off of the 3G mobile network, this month a reminder that analogue fixed wire lines are life limited – if you've got equipment that relies on the analogue PSTN then you should be planning the changeover with some urgency.*

Analogue Phone Service in the UK - It's switching off soon

In 2025, Openreach will be switching off their analogue phone service ("POTS"). If you still have an analogue phone plugged into a regular 'BT' socket on the wall, it will no longer work. From June 2021 Openreach already no longer install or accept new analogue line orders for lines at 120 exchanges around the UK, with that number increasing over time.

For some people, this will make no difference at all. Many people only have a landline analogue phone service because they are 'forced to' in order to have DSL service - you have to have an analogue line before your ISP will provide broadband on that line and analogue lines normally come with analogue voice service.

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Many people never use their landlines for voice calls; mobile inclusive packages normally provide better value for calls and convenience for mobility.

This affects not only residential phone lines but lifts, alarms, payment card readers, medical equipment and traffic lights etc. It will also include Integrated Services Digital network (ISDN) lines.

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MEMBERS NEWS

Keeping in touch with you

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

There are two ways of becoming involved in this:

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

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

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

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MEMBERS NEWS

Abellio becomes London's first cloud connected fleet

21st Century is connecting Abellio's entire fleet of over 900 vehicles to its Journeo Edge IoT gateway, to enable them to connect over 4G to Journeo's cloud-based video management software and services. Abellio has worked with 21st Century for several years and this is the first fleet-wide adoption of cloud-based video management services in London.

By connecting its buses to the Transit module in the Journeo Portal, Abellio will dramatically increase the scope, power and functionality of its on-board data. It provides real time access to CCTV footage, reducing the time taken to gather evidence from days and weeks to just hours. Journeo technology will also enable Abellio to monitor vehicle diagnostic information to inform them of issues that might require attention, and this extends to the battery state of electric vehicles that are becoming an increasingly important part of their fleet.

Abellio's 852 buses and 77 ancillary vehicles on 53 London routes will have Journeo protection, with information, data and images being sent to the right people at the right time with a much more powerful solution.

https://journeo.com/resources/abellio-becomes-londons-first-cloud-connected-fleet/

TransportAPI evolves the free offer

When TransportAPI was founded in 2012 we were the first open API for transport data in the UK. Since that time we have maintained a permanent free open service up to a daily ceiling. We did this because we had infrastructure with low marginal cost for small users, and because we wanted to support users to find the value in transport data. Over the last 9 years almost 12,000 organisations and individuals have signed up to use TransportAPI.

As a consequence of some changes in our infrastructure, we are no longer going to be able to offer free permanent access to TransportAPI. There are now also many more government sources of free data for users to access for non-revenue making services. Therefore, as of today, new users of TransportAPI will

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get 5 times more free access, but for a fixed 30 day trial period. During the trial, we will be in touch and we will support you to transition to a managed service that will meet your needs when the trial is over.

As part of TransportAPI's move to become a managed service provider, we are now dedicated to finding and supporting those who can create value from our data. We are extending our website and developer pages, and we will be in contact with existing active free users to plan a migration to a managed service option.

Our business is transitioning to a new model and we hope you can join us on the journey!

https://www.transportapi.com/blog/2021/08/transportapi-evolves-the-free-offer/

TfGM makes progress on traffic management software

Transport for Greater Manchester (TfGM) has completed a trial to demonstrate how future mobility systems can support traffic management at a busy intersection.

Carried out as part of TfGM's Project Synergy with partner Yunex Traffic (formerly Siemens Mobility's Intelligent Traffic Systems), it has integrated V2X (vehicle to everything) infrastructure, the communication of road signs via IVI (in-vehicle information) messages, and the use of the company's Signal Phase and Timing (SPaT) software module and roadside unit (RSU).

This has provided green light optimised speed advisory (GLOSA) information to vehicles, in line with TfGM's aim to show how such systems can support a safe and efficient highway network.

The project was focused on the A555 Manchester Airport Relief Road/Styal Road intersection in the south of the city, the largest and most complex intersection to which SPaT has been applied so far.

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GLOSA and IVI messages were sent from the RSU installed on Yunex Traffic signals at the intersection, then displayed on the test vehicle's onboard unit provided by NeoGLS.

This alerts the driver to the current status of a traffic signal, with the onboard system interpreting the SPaT message to advise him or her to adjust their speed to arrive at the junction when the green light is showing.

https://www.ukauthority.com/articles/tfgm-makes-progress-on-traffic-management-software/

M2M TECH LTD launch the EVO 1600nit TFT Flag display.

Designed to be a direct replacement for 17-year-old LED Matrix displays. EVO is fully media compatible, it can provide 6 x 30mm high prediction lines while still allowing for up to 20 Characters for just the Destination Field.

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Reading Buses set for future with £1.5m upgrade

Reading Buses are set for the future as they bring a £1.5m technological upgrade to a successful conclusion. The company secured funding for the project through Government's Local Growth Fund via the Thames Valley Berkshire Local Enterprise Partnership (LEP).

An application to the LEP was made last year by Reading Buses, based in Reading, Berkshire, for funding to upgrade the audio and visual next stop announcement hardware on buses.

The bid was not just for buses run by themselves but extends to Newbury and District and Thames Valley Buses as well as:

- New bus departure screens at Reading and Newbury Stations.
- An upgrade of the back-office system.
- An improved online shop.

The project has allowed the company to install r2p's audio-visual systems on 51 buses across Berkshire and upgraded 27 more to the same specification

Reading Buses, Newbury and District, and Thames Valley Buses can now boast that all their public buses have audio and visual next stop announcement systems to help customers know when to get off the bus.

It is not only the hardware that has had an improvement but the system that provides the data to the buses has also been upgraded.

This will bring improvements to the 'real time' predictions on the company's app, website, bus shelters, railway stations, and control room.

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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.

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Next issue

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