

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

28 September Bus Network Accessibility Plans

Face to Face

25 November Passenger Information in Enhanced Partnership Areas
For booking details and additional events see the website.

Working Groups

Future Bus Priority
Accessible Information

PTIC

17 September Virtual

Conferences

10 September UK Bus Summit
11 November Quality Bus 2026

RTiG Board

14 September Online

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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 Services Act 2025: improving information about local services consultation



Bus Services Act 2025
Improving information about local services

Have your say
Consultation now open

Next buses

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

Consultation open: July - 23 Sept 2026

Respond online and join our RTiG webinar and workshop

At the start of July the DfT published a consultation on the Bus Services Act 2025: improving information about local services.

This can be found at:

<https://www.gov.uk/government/consultations/bus-services-act-2025-improving-information-about-local-services>

The Department for Transport (DfT) is seeking views on using powers introduced by the Bus Services Act 2025 to

fully digitise the registration, variation and cancellation processes for local bus services

newly require bus registration type information from certain local transport authorities

request and publish new data about bus services from operators

The aim is to create a single, open source of information about a wider range of local bus services. The new system should make it simpler for operators and users to input data and easier for the public to access bus service information.

RTiG will respond to the consultation, we need you to tell us how you would like us to respond to the questions being raised which will have a significant impact on data and information for years to come.

To gather your thoughts and feedback we are holding two workshops in August where we will explore the questions being asked and collect your views on how RTiG should respond to the consultation.

10 August 12:00 - 13:00

<https://www.eventbrite.co.uk/e/1993692072658>

27 August 12:00 - 13:00

<https://www.eventbrite.co.uk/e/1993692606254>

Past Events



Better Connected – a renewed emphasis on connecting systems and networks

6 August 2026

Following the release of the Integrated National Transport Strategy, also known as “Better Connected”, and Transport Data Strategy, Richard Holland and Alex Cranton from Systra will consider what they mean together and how they may mean a renewed emphasis on making transport systems work together to provide better outcomes both for passengers and wider society.

The slides and recording are available from:

<https://rtig.org.uk/workshops/2026-08-06>

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We held two events to gather ideas and requirements for the responses which are now being collated.

As this was a workshop environment there is no recording.

Upcoming Webinars



Bus Network Accessibility Plans

What Local Transport Authorities and Bus Operators Need to Know

28 September 12:00

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. Expect us to look at where the duty has real teeth, where critics say it falls short, and how to build a plan that will hold up to scrutiny — not just tick a box. Bring your questions: we will have time for live Q&A

Register now to secure your place.

<https://www.eventbrite.co.uk/e/1999421675053>

DfT Consults on Bus Service Act 2025 detail

The Department for Transport has launched a consultation on proposals to fully digitise the registration, variation and cancellation of local bus services in England outside London under powers introduced by the Bus Services Act 2025.

The plans would replace the current paper-based process and systems with a digital registration system integrated with the Bus Open Data Service (BODS). The proposal would allow bus operators to complete registration and data submissions through a single platform. The DfT also proposes creating a publicly accessible database on GOV.UK containing registration information.

Traffic commissioners would retain their statutory role alongside the new system for operators, local transport authorities (LTAs) and the Department.

The consultation also outlines plans to expand the range of additional data collected and retained. New information on passenger journeys and levels, cancellations and delays, vehicle accessibility features, CCTV, Wi-Fi and charging provision, vehicle capacity, and USB charging would be included.

The DfT says the measures are intended to improve transparency with a fully digitised system and consultation about the users. The proposals would also require franchising authorities and LTAs with delegated registration powers to submit service information electronically to the new platform.

According to the consultation, digitisation would “lead to a lower administrative burden on the operators, TCs and LTAs and easier access to information for passengers and other data users.”

The government also says linking the new system with BODS would improve interoperability with compliance, funding, real-time information and mapping services while making bus performance data “more meaningful and accessible”. The consultation will inform secondary legislation needed to implement the new registration and data transparency powers

<https://www.gov.uk/government/consultations/bus-services-act-2025-improving-information-about-local-services>

DfT manual for Enhanced Partnerships

The Department for Transport has published a new Enhanced Partnerships Manual providing local transport authorities and bus operators in England with practical advice on establishing, managing, varying and revoking Enhanced Partnerships.

The 148-page document, prepared by consultancy Arup, is designed to help partnerships apply “continuous improvement, transparency and accountability” in their work.

It is intended to complement statutory EP guidance by translating policy requirements into practical approaches that can be tailored to individual areas.

It covers minimum standards for EPs alongside socially necessary local services, governance, competition considerations and stakeholder engagement. Case studies, templates and step-by-step guidance are also included.

The manual also recommends fixed dates for timetable changes, with changes made no more than twice a year, alongside monitoring and enforcement of bus lanes and bus gates. EPs should additionally provide multi-operator ticketing at “little or no extra cost” compared with single-operator fares and publish data covering patronage, passenger satisfaction and punctuality.

Another area addressed is how savings generated by bus priority measures should be handled. EPs are advised to estimate expected operator savings before schemes are introduced, confirm actual savings afterwards and agree how these will be reinvested in further partnership commitments. Potential uses include higher frequencies, longer operating hours and fleet improvements.

Passenger information is also covered, with EPs expected to ensure consistent and up-to-date information across operators, either through individual operators displaying all local services or through a shared source covering the network.

The document includes practical processes for making and varying EPs, postponing elements of schemes and revoking EPs, alongside guidance on competition and engagement.

<https://www.gov.uk/government/publications/bus-enhanced-partnerships-manual>

Creating and managing a bus network accessibility plan

The DfT has published on producing and managing a Bus Network Accessibility Plan (Bus NAP).

All local transport authorities (LTAs) in England must publish an initial bus network accessibility plan (Bus NAP) by 1 April 2027.

A Bus NAP covers any services with at least one stop in an LTA's area and must:

- describe existing features of the bus network which support disabled people to use local bus services
- assess the extent to which features of the network enable disabled people to travel independently, safely and in reasonable comfort
- describe any action that the authority plans to take to improve the accessibility of bus services in their area

Authorities must review and update their Bus NAP at least once every 3 years, or sooner if there is a substantial change to the provision of local services.

This guidance:

- Explains what LTAs must do to comply with their legal requirements
- provides advice on the key principles to support LTAs throughout the development lifecycle of a Bus NAP.

<https://www.gov.uk/government/publications/creating-and-managing-a-bus-network-accessibility-plan-bus-nap/creating-and-managing-a-bus-network-accessibility-plan>

Bus passengers get a voice in Scottish roadworks

A Code of Practice for the Co-ordination of Works in Roads, published by the Scottish Government, requires local authorities and utilities to consult bus operators 'as early as possible' in planning roadworks.

It calls on councils and roads authorities to invite bus operators to co-ordination meetings, enables bus companies to get early access to the roadworks register and stipulates that bus companies should be notified about traffic management measures in good time – to minimise disruption to routes and journeys.

Roadworks by utilities or by local authorities are supposed to be planned well in advance. However, 'emergency' closures at short notice frequently

leave bus companies with little time to organise diversions, adjust timetables or to communicate with passengers.

Delays and cancellations from roadworks have contributed to a 20% increase in the cost of running a bus per kilometre since 2019 across Britain, outside London, according to CPT's Cost Monitor bulletin, while average bus speeds have fallen to just 11.3 miles per hour.

Common problems identified by bus operators include lack of advance notice of roadworks on bus routes, unreliable start and end dates for works that may allocate several days of road closure to work that only takes a few hours, and temporary traffic lights and lane closures that fail to prioritise public transport and remain in place for days after works have concluded.

<https://www.transport.gov.scot/publication/code-of-practice-for-the-co-ordination-of-works-in-roads/>

Smart Data: multi-sector call for evidence

We're seeking evidence to shape Smart Data schemes across sectors, including use cases, design choices, governance and international best practice.

This call for evidence closes at 11:59pm on 1 October 2026

Following publication of the Smart Data strategy 2035, we are considering how Smart Data schemes should be prioritised, designed and delivered in practice.

As the Smart Data programme moves from strategy into implementation, this call for evidence seeks stakeholder views to inform decisions on:

- sector readiness
- use cases
- how schemes should be designed
- how to ensure cross-economy alignment

The aim of this call for evidence is to:

- seek stakeholder input on potential use cases for Smart Data across the agri-food, property, retail, trade and transport sectors
- explore design considerations to support effective and scalable scheme implementation in the named sectors
- invite views on cross-sector governance models and institutional arrangements
- gather evidence on lessons from international Smart Data initiatives

GOV NEWS

- inform future sector-specific consultations and overall scheme delivery approach

<https://www.gov.uk/government/calls-for-evidence/smart-data-multi-sector-call-for-evidence>

Barcode Ticket for Public Transport (BT4PT)- Questionnaire

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Seamless multimodal and multi-operator travel across Europe is a major goal of EU transport policy. This goal is based on environmental arguments (less pollution, sustainability, EU climate targets), economic arguments (less energy consumption, less congestion) and social arguments (making it easier for citizens to work, study, and do business across borders).

One of the facilitators of this European transport is the development of a standard to integrate electronic ticketing for all public transport modes in all countries of Europe.

This standard shall elaborate an EU-wide interoperable barcode and is one component in a whole series of initiatives to arrive at seamless travel in Europe. To be effective, this standard should include all surface transport.

To support the usage of the interoperable barcode and to secure the standard to be future proof, the BT4PT workgroup is now collecting as much real-life information as possible (both current and planned) to define the “payload” of the barcode.

The focus is on collecting the information stored in/on tickets, like validity date/time, zone where a ticket is valid, class, ... as well as the restrictions (terms) and conditions to the validation and inspection activities in ticketing in Public Transport. Tickets can be of any kind, we do not limit the info collection to actual barcode tickets only.

This questionnaire has been created to get as much information as possible about the way ticketing is organized in your company.

We would like to receive your answers as soon as possible at questionnaire@BT4PT.eu

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I N O T H E R N E W S

standard to integrate electronic ticketing for all public transport modes in all countries of Europe.

https://www.rtig.org.uk/sites/default/files/2026-07/CEN-TC%20278-WG%203_N115_CEN-TC%20278-WG%203-%20Barcode%20Ticket%20for%20Public%20Transport.pdf

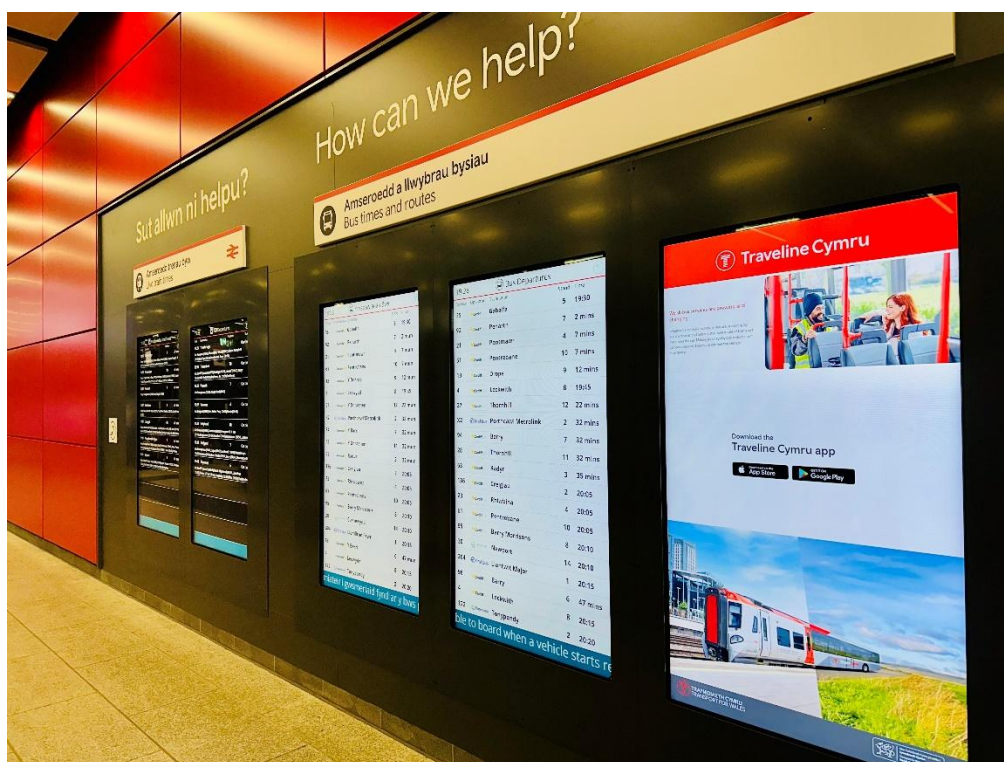
Keeping in touch with you

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 'chivvyng'.



Transport for Wales, Cardiff Interchange

Accessibility in action: Helping shape the Bee Network's passenger information

Transport for Greater Manchester and Vix Technology announced the rollout of real-time passenger information displays across the Bee Network earlier this year. Now, several months on from the first installations, TfGM and Vix Technology continue to work together to ensure the displays meet the needs of the people who use them every day.

Reviewing the displays with passengers in mind
Representatives from TfGM's Disability Design Reference Group (DDRG), led by Breakthrough UK, recently visited one of the installed displays to review the solution in person, helping to ensure it meets the needs of the people who use it every day. The visit marked the final meeting of the current DDRG cohort, whose members have played an important role in shaping accessibility across a range of Bee Network projects.

During the visit, the group reviewed the displays from a passenger's perspective, assessing how easy they are to see and read in different conditions. They looked at factors including screen readability, illumination in varying light levels, screen angle, text size, font choice and the overall clarity of the information presented.

The review generated a number of practical suggestions, including recommending that the displays are angled slightly downwards to improve visibility from typical viewing positions. The group also shared feedback on screen readability, font clarity and how information is presented.

<https://blog.vixtechnology.com/accessibility-in-action-helping-shape-the-bee-networks-passenger-information>

Highland Council Buses Upgrade to Ticketer TK300

Ticketer is pleased to announce that long-standing customer Highland Council Buses will upgrade half of its ticket machine estate to the Ticketer TK300 driver console, following a successful trial in July.

The operator confirmed its decision to proceed after just one week of the trial, having been impressed by the powerful capabilities of the TK300. The new machines will be rolled out from the end of August.

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The TK300 is Ticketer's next-generation driver console, combining ticketing, automatic vehicle location (AVL) data and real-time operational feeds within one connected ecosystem. Its fast, intuitive interface elevates both the driver and passenger experience while giving customers greater visibility across their services.

Ticketer has worked with The Highland Council since 2017 and has supported its in-house Highland Council Buses operation since its launch in January 2023. In July, Highland Council Buses trialled the TK300 in live operation, with the positive experience leading the customer to confirm the upgrade after just one week.

The move will introduce TK300 machines across half of its existing ticket machine estate, providing a modern, connected foundation for ticketing and fleet management.

<https://www.ticketer.com/press/highland-council-buses-upgrade-to-the-ticketer-tk300/>

The Bus Stop Is Close but Can You Actually Reach It?

Reliable bus services are a vital part of everyday life. They connect people to work, education, healthcare, shopping and social opportunities, while providing an alternative to private car travel. Yet in many rural areas, maintaining viable bus services remains one of the biggest transport challenges facing local authorities and operators.

These issues were a key theme at the Quality Rural Bus Conference that we attended in June. Discussions highlighted the importance of understanding not only where bus services operate, but whether people can realistically access them. Service frequency, the quality of walking routes and the characteristics of local communities all influence whether a bus service is genuinely available to residents.

With this in mind, we recently carried out a detailed accessibility analysis of bus stops across Wales, exploring how different assumptions about walking routes can significantly affect estimates of the population served.

<https://basemap.co.uk/news/the-bus-stop-is-close-but-can-you-actually-reach-it>

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Management Committee 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 206 – Thursday 1st October 2026

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

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