

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 Committee

18 September 2019, London

PTIC

1 October 2019, London

Workshop

October

CEN SIRI Working Group

10 / 11 September 2019.

Working Groups

2 September 2019, Conf Call – SIRI Updates

Sept, Conf Call - Integrating Disruption Information

Sept, Conf Call - Procurement Advice

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N E W S A N D E V E N T S

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.



SIRI Updates

As previously raised minor updates to SIRI are being proposed.

This review work has been taking place the last couple of Months for agreement at a CEN working group in the middle of September.

Thank you to the support and assistance received from Trapeze, Vix and 21st Century.

Working Groups

These working groups are now underway, its not too late to become involved – just get in contact:

Integrating Disruption Information

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There are many different systems where disruption information is available which are not normally part of the customer information process. This group will investigate how to practicably integrate the disparate systems in use across public transport: to provide more and consistent disruption information and if appropriate, to produce an advice document

Procurement Advice

This group is working to produce a 'Dummies Guide' to real time system procurement. An initial draft is already available.

We are still looking for volunteers to become involved in these groups which are about to be starting work:

Maintaining an efficient and effective RTI system

Whether you have you have just invested in your shiny new or upgraded system or if you've been running one for years, the challenge of how you maintain it is common to everyone.

We aim to provide an advisory guide on the best practice for keeping a real time system working efficiently and effectively.

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Accuracy and quality of real time predictions

Following questions at the last two workshops there it is clear that there is not sufficient common understanding across the community on how to effectively measure the performance of predictions.

This group will produce a guide on how to measure the quality and accuracy of predictions.

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

Bus Open Data Update August 2019

From the latest DfT newsletter on the Bus Open Data programme:

DfT and 100% Open Digital mobility event

As part of our drive to actively engage with data consumers or application developers, Department for Transport in partnership with 100% Open are organising an interactive event on 11th September 2019 in London themed 'Digital Mobility – are we nearly there?'

DfT future of Mobility urban strategy sets out the principles which guide the approach to emerging mobility technologies and services which explore how the benefits of transport innovation can be enjoyed by everyone, wherever they live. 100% Open have been working with Ford on city mobility in the US and with Innovate UK creating Smart Cities missions and approach to maximising benefits from coming revolution in mobility. We hold shared belief that the digital world has much to offer in solving the problems of the analogue world including congestion, pollution, space, safety, timesaving and accessibility to transport.

We have brought together a range of exciting speakers from across government, academia, technology, business and the charitable sectors who will follow a unique quick-fire format of 5 slides in 5 minutes sharing their shared beliefs about how digital mobility is an opportunity and culminating in one call to action.

Why not share your story and challenge with our network of innovation professionals? We are happy to hear from you and we've got presentation slots available, so please raise your hand by selecting a speaker ticket when booking.

We look forward to welcoming you on Wednesday, 11th September from 18.00 – 20.30 at WeWork, Aldwych House, London, WC2B 4HN.

Register now at

<https://www.eventbrite.co.uk/e/autumn-union-2019-digital-mobility-are-we-nearly-there-tickets-66167056447>

To make suggestions make sure to engage in social media by the hashtag #UnionLDN and/or #busopendata also don't forget to follow @busopendata to receive updates.

Stop Data Workshop

This month, the Public Transport Information Coordination Group (PTIC) held a special workshop at DfT's offices with the Bus Open Data team to look at the requirements for local transport authorities to maintain and update bus stop (NaPTAN) data as part of the bus open data regulations.

As many of you may know, bus stops data is currently openly published through the National Public Transport Access Node (NaPTAN) dataset. The NaPTAN database has been in existence for over 15 years and has been maintained over this time by local transport authorities however currently there is variability regarding the frequency of updates.

Bus stop data is essentially the glue that holds together other datasets such as route and timetable data with fares and tickets data and also with location data; therefore it is really important that it is accurate and up to date. To support the programme team in achieving this objective, Peter Stoner and Tim Rivett organised an exceptional PTIC meeting bringing together local authorities, operators and suppliers to meet with DfT officials and share their knowledge, experience, comments and concerns.

At the workshop, DfT and PTIC reviewed the requirements as set out in the regulations, the current version of the Implementation Guidance

and its position on publishing data about bus stops as well as consider future workstreams that may be required to support this aim. This has provided the team with additional useful insights – for example a key change that was made following the workshop was the inclusion of the Stop Area Group in the regulations. We would like to thank colleagues within PTIC for convening the workshop and working collaboratively with DfT officials.

NeTEx

The UK NeTEx profile has been published. The key documentation can be found at the following links:

1. Documents for UK NeTEx Passenger Information Profile (FareXChange)

FareXChange Part1 - Introduction & High level overview

http://netex.uk/fareexchange//doc/uk_profile/DfT-NeTEx-1-Fares-Intro-2019.06.17-v0.09.pdf

FareXChange Part2 - Detailed Specification Core concepts, Stop and Timetable, Detailed Specification

http://netex.uk/fareexchange//doc/uk_profile/DfT-NeTEx-2-Base_Spec-2019.06.30-v0.14.pdf

FareXChange Part3 - Detailed Specification, Bus Fares

http://netex.uk/fareexchange//doc/uk_profile/DfT-NeTEx-3-Fares_Spec-2019.06.17-v0.17.pdf

2. Website

<http://fareexchange.netex.uk>

<http://netex.netex.uk>

3. Other Documents

European Passenger Information Profile (EPIP)
Final Draft 2019

http://netex.uk/netex/doc/2019.05.07-v1.1_FinalDraft/prCEN_TS_16614-PI_Profile_FV_%28E%29-2019-Final-Draft-v3.pdf

NeTEx 1.1 XML Schema 2019

http://netex.uk/netex/schema/1.09c/NeTEx_Xml-v1.09c_2019.05.17.zip

Bus Open Data: Implementation Guidance Review

Thank you for those who provided feedback on the Implementation Guidance last month.

The results have been fed back to the DfT.

Our response can be found on the RTiG website:
<http://www.rtig.org.uk/web/Portals/0/RTIG-c116tr%20BoD%20Implementation%20Guidance%20Response.pdf>

DfT to open up data on road changes

The Department for Transport (DfT) has announced plans to open up data on planned changes to the roads network.

It said the release of data on traffic regulation orders (TROs) could lay the ground for developers to provide a new generation of navigational apps, potentially harnessing AI, to provide drivers with long term warnings of planned disruptions and indicating alternative routes.

The department is looking at introducing legislation to make it easier for third parties to access the data on the predicted 50,000 yearly road closures. It is working with organisations including local authorities and those in the connected and autonomous vehicle sector.

I N O T H E R N E W S

TROs are the orders behind restrictions on the road network that allow for temporary roadworks or permanent changes.

The DfT commissioned research from GeoPlace – the joint venture between Ordnance Survey and the Local Government Association that maintains national spatial address datasets – on how the TRO process is working, how it could be opened up and whether this would encourage innovations in traffic controls.

Minister for the Future of Transport George Freeman said: “As a road user, there is nothing more frustrating than discovering roadworks and getting stuck in traffic jams. Today’s announcement will help open up data, reducing congestion, pollution and frustration for road users.”

The End of 3G is in Sight

There have been recently a few articles in the press confirming that 3G networks have a limited life.

Vodafone for example is to switch off its 3G network in "next two to three years".

<https://www.mobiusnetworks.co.uk/blog/blog/the-sun-sets-on-3g>

<https://www.ispreview.co.uk/index.php/2019/06/vodafone-uk-to-switch-off-3g-mobile-network-within-2-3-years.html>

Some areas have already been reporting loss of 3G coverage in some isolated areas as masts start to be shared and their density reduced.

For many years many real time systems have been purchased with specifications requiring displays that are equipped with 3G modems.

I N O T H E R N E W S

Whilst the more recent procurements that have just specified 3G modems are likely to have been supplied with modems that will also support 4G networks there must be many installed modems that will not support 4G.

There is no indication that the 2G networks are going to be switched off anytime soon as they provide the networks with low cost coverage enabling calls to be made and allowing comms to fall back to basic GPRS / 2G for data. This may cause real time systems significant challenges with bandwidth and timeliness of updates etc.

We would recommend that anyone with equipment that relies on a mobile network to contact their suppliers and find out how they will be affected by the reduction in coverage of 3G and the ultimate switch off of the 3G networks.

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'.



A 21st Century totém at the newly refurbished Walsall bus station.

300 Years' Scheduling Expertise Collaborate on new Trapeze Scheduling Solution

Trapeze Group has launched a collaborative 'Special Interest Group' (SIG) to develop a next-generation scheduling solution for the bus market. The group has been joined by 10 scheduling experts from five major UK bus operators – amassing some 300 years of scheduling expertise between them.

The group is meeting regularly to collaborate on the specification and design of Trapeze's upcoming scheduling solution, Novus-SchedulePlus. It is chaired by Trapeze Scheduling Solutions Manager, Gavin John – himself a scheduler of some 20 years' experience.



Commenting at the group's second meeting, Mr John said: "Efficient scheduling cannot be undertaken by a computer alone. As a group we are committed to developing a technology solution which actively supports bus schedulers, helping them to do their essential work as effectively as possible. We are also invested in developing a technology solution which ensures a strong future for the schedulers of tomorrow."

Sam Greaves, Head of Service Delivery at Tower Transit Operations Ltd, commented: "Trapeze's Scheduling Special Interest Group has been an

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invaluable process. Myself and the other participants are working together to help Trapeze design a genuinely transformational scheduling solution.”

James Grashoff, General Manager of Trapeze Group in the UK, added: “Novus-SchedulePlus is a vital solution for the bus market in the UK and beyond. We are committed to helping schedulers to work more efficiently, and to produce schedules that save bus operators money.”

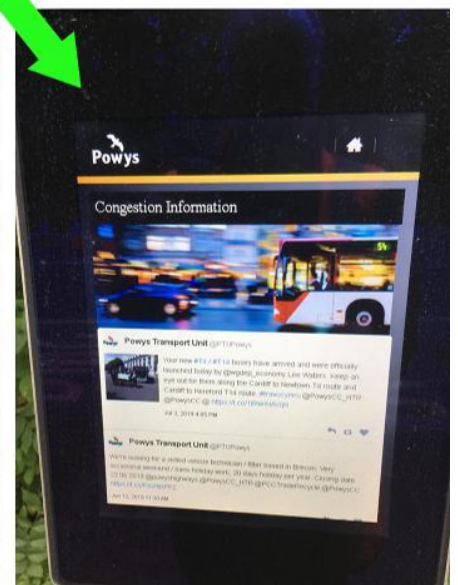
About Novus-SchedulePlus

Novus-SchedulePlus is currently in development and due for release in Q4 2019. A Cloud-based solution, it is being developed with integration in mind, with a data model built around TransXChange and CEN data standards.

Most notably, Novus-SchedulePlus is being integrated with Trapeze’s Duty Allocation System, enabling schedulers and managers to budget reliably, taking into account a route’s ‘on the road’ cost. The new solution also shares a platform with the Trapeze Novus system being implemented in Transport for London’s Future Bus project – thereby offering essential integration for all London-based bus operators.

Timetables go digital for Powys County Council

Replacing paper timetables time consuming and expensive? Powys County Council upgraded to 10" digital displays from 21st Century that automatically update schedule information, allow users to search for departures, view congestion alerts and provide feedback to the council.



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Management Committee Members

The Management Committee for the year 2019-209 was appointed at the AGM on 12 March 2019. Membership is currently as follows:

Chair:

Members: Andrew Wilson (Hants), Graham Davies (WYCA), Russell Gard (React Accessibility), Darren Maher (21st Century), Tony Brown (Atkins), Chas Allen (Stagecoach), Tony Pettitt (Reading Buses), Meera Nayyar (DFT)

Contact us

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

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

Next issue

Issue 122 – Tuesday 1st October 2019.

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 25th September 2019.

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