**Notes from PTIC meeting 8 October 2019**

*CPT, London*

**Attendees:**

Chas Allen (Stagecoach), John Austin (Independent), Ian Barrett (Lancashire CC), Mike Baxter (Leicester City Council), Amy Brown (Traveline), Graham Browne (WYCA), John Cann (BRT UK), Roger Court (Kent County Council), Russell Gard (React), Simon Hartley (Omnibus), Mark Jones (EP Morris), Farhan Khan (Beam Live), Gary Leek (TfWM), Carl McFarlane (R2P), Kim May (R2P), Jonathan Raper (Transport API), Stuart Reynolds (Independent, PTIC co-secretary), Tim Rivett (Independent, PTIC Chair), Albert Saffari (Beam Live), Peter Stoner (Itoworld, PTIC co-secretary), Mark Taylor (Staffordshire CC), Richard Warwick (Arriva), Rob West (Independent)

**Apologies for Absence:**

Jonathan Das (DfT), Darren Maher (21st Century), Richard Mason (TfN), Meera Nayyar (DfT), Steven Penn (TfN), Andrew Steele (You. Smart. Thing.)

# Minutes of last meeting

Minutes of last meeting from 18th June at TfWM had been previously circulated and were agreed.

Minutes of the additional “NaPTAN” meeting at DfT (12th August) are not yet available but will be circulated with the minutes of this meeting (**ACTION: SR**). Stuart Reynolds (SR) summarised the meeting, noting that there was a mix of operators, local authorities and consultants. The discussion covered responsibilities (including for NPTG) and also the timeliness / appropriateness of stops being created. It also covered the “bulk update” tool.

# Updates from DfT

## Bus Services Act - Accessible Information

Tim Rivett (TR) : DfT are still considering the responses to the survey that was put out earlier in the year. The responses were more widely ranged and challenging than expected and needed to be worked through. For example, on timescales, how long operators have to fit AV equipment to vehicles. Also diverged on technical requirements for vehicles such as number of seats where passengers can see and hear.

Commencement period still expected to begin in January 2022 and will have a two-year implementation period for new and nearly new vehicles (so new vehicles probably mandated by end of 2022). Dependent upon Parliamentary time for the SI.

Still issues regarding the name that is to be spoken. Name that is in NaPTAN is not always the best option. Looking to PTIC to provide advice. SR has previously advised DfT that there aren’t any spare fields in NaPTAN to hold alternative names, and that NaPTAN should be reviewed to ensure that names are appropriate. It is also probably the case that there are different stop names for different use cases (e.g. long distance -> just the locality name, local service -> just the stop name). Discussion around naming (what users know it as, what operator calls it, what NaPTAN calls it). NaPTAN offers alternative names, but we should strive for single standard name. Mark Taylor (MT) noted that local authorities are happy to update NaPTAN if there are better names, but that authorities need to be alerted by operators.

TR proposed that a small group from PTIC should come up with a proposal for how the different NaPTAN fields should be used for announcements. Roger Court (RC), Ian Barrett (IB), SR, Gary Leek (GL), Chas Allen (CA) all volunteered. **(ACTION: TR)**

## BODDS

DfT were not available for an update. SR noted that the operator and local authority questionnaires were currently out. PS highlighted that there are links to these surveys on the meeting invite, and that it is possible to review the surveys without entering any responses.

Roger Court (RC) has had a demonstration of the spreadsheet tool for creating the TXC data. At present this is in private beta – some parts don’t work yet, and since the TXC will be generated upon upload to the portal you cannot yet see the TXC either.

## TXC Profile

Presentation from SR on the final proposals, and brief discussion. Presentation will be circulated (**ACTION: SR, PS**). Proposals have been shown to Implementation Board at DfT and will be going before the Project Board SRO for sign off towards the end of October.

*[Post meeting note: you can now download the presentation at* [*https://my.pcloud.com/publink/show?code=XZ7fN4kZxacS7f9mbn4USDw2AcnTvkiy6Drk*](https://my.pcloud.com/publink/show?code=XZ7fN4kZxacS7f9mbn4USDw2AcnTvkiy6Drk)*]*

# TfN

## Disruption Management

Contract has been let to Itoworld to produce a disruption management tool. Project has been progressing, has passed alpha acceptance tests and is now in beta. There are some draft SX files that have been produced from the system – shared with potential users and authorities. If you would like to see the SX files, then please contact Steven Penn at TfN.

RTIG are updating the SX guidance and doing some assurance on the outputs.

Jonathan Raper (JR) noted that Transport Scotland were producing disruption info, but it wasn’t SIRI SX format. The same is true at TfL – it isn’t quite SX.

## Open Data Services

Transport API and Trapeze have won the contract for the open data services. Will not be a fully open service for all-comers. Will be dedicated initially only to the key stakeholders (e.g. WYCA, SYPTE, etc.)

## Fares Build Tool

Contract has been awarded, but not yet signed. SR noted that previous meetings had expressed concern that very little was known about what it would do or how it would work, and that these concerns still existed. Ian Barrett (IB) highlighted that a user group had been set up. TR will ask TfN to provide more information into the public domain (**ACTION: TR**).

# Traveline

No update from Traveline. TR asked for regional update.

Gary Leek (GL) asked if DfT could let regions know which of their operators completed the survey because it would indicate who was more engaged.

General view is that there is a high level of uncertainty about the impacts upon the regions, especially in terms of the amount of data processing that they will need to do, and how BODDS will abstract from that, and also in the outputs that they currently need or wish to continue providing.

IB expressed concern that, if an authority or region offered a bureau service, operators would want a full package – and while they can offer TXC, cannot yet do fares, and would they also want the real time aspects as well? Also, many smaller operators (in RC’s experience) are not even aware of the BODDS programme and aren’t aware that they need to do anything.

Discussed seeding of the database from TNDS. SR asked whether data would have some sort of quality score assigned to it – likely that there would be “good” data from TNDS, but this would perhaps become worse (maybe significantly) as an operator started to supply their own data, before improving. But in the interim, how would a user know? Mark Taylor (MT) also asked how local authorities would be informed when operators start submitting data to BODDS so that they can decide whether to stop providing it themselves.

# European Standards

## SIRI

Presentation from TR about updates to SIRI, which will be circulated post meeting (**ACTION: TR, PS**)

TR reported that there is a need to make some changes to resolve some issues and bugs, ensure compatibility with other standards, and support new and changed requirements.

**GIT Repository**

There is now an ‘official’ GIT repository for the XSD files at <https://github.com/SIRI-CEN/SIRI>

Full standards document cannot be put on GIT - copyright. All changes in the XSD will also be made to document at the same time. This means that a pull request is only merged when the document(s) are updated - but still enables a more rapid publication of changes and ensures that there is more clarity over the correct XSD that should be used.

A revised process for numbering of releases has been agreed – refer to slides for detail.

**Forthcoming Changes**

The current version of SIRI is hard linked to TPEG and DATEXII road data standards through specific enumerated codes in some tables. The DATEXII and TPEG standards have recently been updated and are now not backwardly compatible with the SIRI implementation.

The initial version of NeTEx also addresses some common areas with SIRI, but slightly differently so that some aspects are not directly compatible.

SIRI will be updated to address these problems, as well as some other small changes.

**European Profile**

In recent years a number of countries have defined national profiles to make transfer easier between systems in country and there is a proposal to create a European profile. The proposal, subject to funding, is to complete this by the end of 2020. This SIRI European Profile is expected to be as simple as possible and to focus on Passenger Information in the first release.

The initial objectives are to support estimated departure and arrival times of services, disruptions, real-time status information, etc. Will cover the needs of TAP-TSI. Consistent with NeTEx EPIP

# PTIC Issue Register

No new issues, but PS noted that all of the old documents are on the PTIC website. Can find out from these why some of the features in e.g. 2.4 were implemented.

# AOB

## Presentation from Beam Live

Albert Saffari from Beam Live introduced himself. They are an American technology company who deliver emergency information. He is looking to enter the UK market; for more information please see <https://www.beam.live/> or contact Albert at [a.saffari@beam.live](mailto://a.saffari@beam.live) or on 07425 597845

## Dates of next meetings:

There is an additional PTIC meeting on 18th December at CIEE, London for a discussion and update from DfT on Bus Open Data. Invites for this have now been sent out.

The next regular PTIC meeting will be on Tuesday 11th February at the offices of Lancashire County Council in Preston.