Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-001 v0.4
Submitter/Owner	Name: John Prince Organisation: South Yorks PTE / Yorkshire Traveline Email address: John.Prince@sypte.co.uk
Title/Short description	National Operator Code Database
Issue description	Within ATCO.cif, a code (max four chars) exists to identify operators, in addition to operator description (Operator Legal Name) and trading name (Operator Short Form (for publicity)). Historically, this code has been generated / allocated locally by Local Authorities (LAs) with no regard to a wider regional or national picture. The result is that the same code means different operators across all LAs and some operators have been allocated different codes in different LAs. One compounding factor is that some LAs have not understood the difference between Operator and Trading Name (to use the VOSA terms) and sometimes codes have been allocated to the one, and sometimes to the other. In order to be able to combine timetables that cross reference journeys, and to tie in with AVL data , it is desirable to have unique journey identifiers. It is proposed that .a national Operator data model be developed. This will include both a systematic way of identifying operators and also a richer model which captures the relationship between different operator parent and subsidiary companies. The TXC schema already includes a base operator model and can already be used to exchange data about one or more operators independently of other data. This model should be extended to include the new aspects covered by the new system. If an operator database is developed, a web service could be provided to allow the validation of operator references. See the Paper [U3] which presents a rough draft model See also changes PTIC-039 and PTIC-042,

Issue manifestation	The result is that the exchange and matching of data in: National Public Transport Data Repository (NPTDR) National Coach Service Database (NCSD) Transport Direct / JourneyWeb Electronic Bus Service Registrations (EBSR) cannot take place simply and automatically because the operator cannot be identified unambiguously and to enable it at all, translation tables have been developed and must now be maintained. Currently for instance it is not possible in Yorkshire to manage the codes for Lincolnshire Road Car Co Ltd satisfactorily for the filtering out of duplicated cross-border services on import of NCSD although this is expected to be resolved eventually. And in East Midlands the code for Viscount Bus & Coach Co Ltd is being changed manually after import of Electronic Registrations by LA. Information about operating relationships is not available in electronic format This makes it difficult to understand the relationship between registered timetables. There is no guaranteed unique national identifier of operators and therefore of timetables except using the VOSA registration number
Issue severity	The translation tables and manual interventions are seen as a risk to the continued smooth working of data exchange, an unnecessary consumption of resource and a risk to the reliable use of data.
Priority code	2 / B3
Response options	A national database of operator codes should be established and maintained. Its scope should be limited leaving VOSA as the prime repository of operator details such as operator names and addresses, licence numbers, operating centres and key operator personnel. The most limited scope of the database would be to hold a code (max four chars) which was the direct and one to one equivalent of the licence number on VOSA; this would enable the operator to be unambiguously determined from the code. Address or similar details might be duplicated on the database to aid differentiation between operators of similar name. A more extensive scope would be to incorporate in the code and the database the differentiation between trading names which has in the past been the source of some confusion and which would allow Traveline and others to give out information incorporating the validity of tickets and passes when this is based on operator trading name. Both of the above options have their main benefit in an ATCO.cif context in the sense that TransXChange allows for the licence number and a trading name to be transmitted. The proposal recognises that LAs will likely wish to retain codes already in use locally and therefore accepts that translation tables might persist locally; but the doubt as to meaning when data is exchanged between regions and nationally will be removed. The maintenance is envisaged to be on the internet by authorised users limited by password-controlled access. A csv download would be available to all.
Response actor	DfT / Transport Direct expect to fund the development and running of the database but this is constrained by the usual considerations of business case cost and benefit analysis.
Respondent code	Traveline

Issue progress	Feb 09 - Issue submitted and accepted for further action by PTIC (Feb 09). May 09 – Concerns raised over issue complexity, specifically the questions of whether there should be a database, and what the consequences were for TransXChange. Issue to be discussed further at next meeting. Mar 10 – Funding for PTIC-001 approved as part of Transport Direct National Codes Project April 10: Issue revisited by PTIC. Transport Direct reported that Traveline were taking this forward
Status code	Funding for Issue Approved

Reference number	PTIC-002 v0.4
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Require the ability to add frequency interval flags to mid route sections of a timetable.
Issue description	Currently we can only assign frequency properties to a whole journey in a timetable. In practice there are sometimes journeys where frequent intervals only apply over part of the journey.
Issue manifestation	Timetables that have frequency based sections are wrongly shown either without a frequency section, or entirely as a frequency section.
Issue severity	A workaround is use of manual attachment detailing where frequent service applies - however there is a risk of this been over looked, and it does not meet all the needs of some RTI suppliers.
Priority code	3 / B3
Response options	The requirement is to be able to specify that just part of a journey is Frequency based, rather than the whole journey. To do this a means of frequency based flag will need to be supported on the ***VehicleJourneyTimingLinks*** for each affected VehicleJourney as well as at the Journey level. Where multiple journeys are shown as a single journey using a common The Frequency ***EndTime*** will need to be omitted on individual journeys Note that whether a service (or part of it) is Frequency based is distinct from whether it is formally classified as a Frequent service for registration. From a regulatory point of view, if any part of a service Frequent Service, then the journey as a whole will be classified as Frequent Service.
Response actor	DfT/ TD: National standard needs enhancing to allow this facility.
Respondent code	Transport Direct
Issue progress	Feb 09: Submitted and accepted by PTIC. A Technical Response is now required. May 09: Issue accepted for further action (Band B3) Mar 10: Funding for Issue PTIC-002 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue incorporated into TransXChange 2.4
Status code	Issue resolved

Reference number	PTIC-003 v0.4
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Service Type element – unable to combine service type descriptions
Issue description	Service Type element. It lists all the possibilities (eg Limited Stop, Normal Stopping, Hail & Ride etc) but the combinations are very limited - only the values of School/ Works or Rural Service can be combined with one of the others. Therefore you can't have Normal Stopping and Hail & Ride together. We agreed with VOSA that we would work round this by ticking the one appropriate to the majority of the route and mention the other type in Service Description. Other permitted Service Types not mentioned are: Flexible Service; Excursion or Tour; Other service Whilst it is unlikely that Excursion and Tour would be combined with anything else, there are circumstances where other combinations apply e.g. services that are part-fixed and part-flexible, and Rural could be combinmed with such a hybrid. Other prohibited combinations are: Normal Stopping and Limited Stop; Normal Stopping and Hail & Ride; Limited Sttop and Hail & Ride
Issue manifestation	EBSR
Issue severity	Work round this by ticking the one appropriate to the majority of the route and mention the other type in Service Description.
Priority code	3 / B2
Response options	The schema element is ***Service /ServiceClassification.*** Which may take one or more of the values ***NormalStopping***, ***Limited Stops, HailAndRide, Flexible, ExcursionTour, School or Works,*** or ***Rural Service***. Currently any, combination of classification is allowed except that ***School or Works,***, and ***Rural*** are mutually exclusive. The only further change would be to relax this limitation so that a service could be both
Response actor	VOSA
Respondent code	Transport Direct

Issue progress	Feb 09: Submitted to PTIC. It was agreed that VOSA should be contacted to deliver this issue. May 09: Martyn Lewis agreed to investigate Service Type Element Combinations for PTIC-003 July 09: Martyn Lewis fed back service type element combinations Mar 10: Funding for Issue PTIC-003 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue incorporated into TransXChange 2.4
Status code	Issue resolved

Reference number	PTIC-004 v0.5
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Published TXC output should include a text description or turn list of the route.
Issue description	As not all companies have/will upgrade systems to import TransXchange files there is still a dependence on the published output. It can be difficult to follow the published map via the stop list, a text description should be provided.
Issue manifestation	Local Authority use/internal use of pdf. Some Local Authorities are producing publicity leaflets containing route maps and which require a list roads which buses travel down. If bus services travel down roads without bus stops on this information is not always available. Full road data has also been required in the case of the gritting of bus routes and, in some cases, when measuring bus performance.
Issue severity	Those using the pdf as a means of rekeying are struggling to decipher route descriptions.
Priority code	3 / B3
Response options	In the existing schema A Route Track definition may already contain a list of ***Instruction*** elements that can detail a step by step description of a route, for example listing of each Road Name, each Turn, the distance etc. This should be sufficient to provide Would need additional support by the publisher – and by the tools creating the TXC document (which could possibly create this data automatically with the track coordinates using a routing engine.)
Response actor	Martyn Lewis
Respondent code	Martyn Lewis
Issue progress	Feb 09: Submitted to PTIC. It was agreed that this issue should be delivered following a Manchester workshop organised to address this issue. May 09: Martyn Lewis agreed to champion this issue. It was agreed that this issue was accepted for further action and included as part of B3 release. July 10: Issue revisited by PTIC. It was agreed that as there was no funding source available to resolve this issue, that this be revisited once a funding source had been identified.
Status code	Issue Subject to Revision

Reference number	PTIC-005 v0.1
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Use of DELeted status in NaPTAN
Issue description	Currently a local authority can mark a stop as DELeted because it is no longer in use, although the street furniture remains. DEL stops are frequently re-activated. We understand that this is done so that stops no longer in use can be filtered from journeyplanning etc software, but as providers of data we have the opposite problem: we mark the stops so our users know they should not be used, but when they are re-activated this marker has to be re-activated. If a stop is brought back into use, the operator has to notify the local authority which then has to make the change and re-submit. With the introduction of archiving it will be possible to bring a stop back into use after a period of more than three years by which time the NaPTAN record has been routinely archived, and therefore a new stop record has to be created for the same location.
Issue manifestation	TXC files may be submitted referencing DEL stops, or with incomplete stops lists.
Issue severity	Causes unnecessary additional data processing, checking and delay.
Priority code	Important
Response options	Suggested that stops are only made DEL if the street furniture has been permanently removed and the location can never be used again as a stop.
Response actor	TD
Respondent code	TD
Issue progress	Feb 09: Submitted and accepted by PTIC for a feasibility assessment. May 09: It was concluded that no schema change was required for this issue.
Status code	Closed

Reference number	PTIC-006 v0.1
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Use of PENding status in NaPTAN
Issue description	Currently a PENding status is applied by Thales in two circumstances: A stops file is submitted to Thales without a stop or stops that were in the previous submission and have not been archived (ARC). Thales add the missing stops on to the latest submission with the status of PEN and refer it back to the authority concerned. The gazetteer is not updated as frequently as NaPTAN, and the two can become out of synch. A stop assigned to a new locality can therefore become PEN. PENding therefore includes stops which are bona fide ACTive ones (2 above) or are in all probability DELeted (1 above).
Issue manifestation	This is confusing for downstream users – should they use the stop in TXC or not?
Issue severity	Causes unnecessary checking and delay.
Priority code	Closed
Response options	Suggested that stops in category (1) above are re-inserted by Thales, as at present, but with DEL status; stops in category (2) are treated as ACTive but assigned a status of ERR (error)
Response actor	TD
Respondent code	N/A
Issue progress	Submitted and rejected by PTIC (Feb 09)
Status code	Rejected

Reference number	PTIC-007 v0.1
Submitter/Owner	Name: Mark Cartwright Organisation: UTMC Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	UTMC alignment
Issue description	In the local authority context, operational traffic and transport information is increasingly managed through an integrated suite of systems based on the UTMC framework. UTMC has developed over 15 years and is stable in the traffic management sector. However, public transport data structures have developed independently and while there is considerable overlap in philosophy, little has been done to date to align UTMC with TransXChange, NaPTAN, SIRI, IFOPT and other emerging standards of critical relevance to public transport. This makes it difficult for LAs to integrate systems at the local area, and potentially constrains the operational benefit to be obtained from these systems.
Issue manifestation	The issue appears to be widespread around the country, although different localities do not always focus on the same issue. Known sites where this problem has been cited include Reading, Norfolk, Kent, South Yorkshire, Glasgow and Manchester.
Issue severity	No legal obligations are compromised by this issue. However some local policy objectives to integrate have given rise to significant contractual difficulties, as well as increasing costs of operation through rekeying etc. There is a belief, difficult to quantify, that operational opportunities are being missed.
Priority code	Closed
Response options	1. Do nothing – problems continue. Given the strategic nature of the issue, it is likely that this will increase over time (and conversely any response will take time to get into the marketplace). 2. Wait for guidance from the emerging National Technical Framework. It is likely that this will be a long wait: the Framework will need telling what the issue is and what to do about it. 3. Work bilaterally with the UTMC Development Group. This will take time to achieve as the practices will need to evolve towards a joined-up operation. However the outcome will be more likely to be robust as it will have come from “grassroots”. 4. Work unilaterally – adapt public transport standards such as TXC to the current and evolving UTMC framework. This would be the quickest response to deliver technically, but would require potentially major, and unacceptable, changes to public transport standards Of these options, Option 3 is recommended. It works with, not against, industry needs and project practicalities; and it implies no specific degree of commitment – and therefore of expenditure, by any party – in advance.
Response actor	In the first instance, DfT (as owners and maintainers of TXC etc) should open a dialogue with UTMC. Early activities are expected to be a study to determine where and how significant the variances are, technically. This study is likely to give rise to a number of specific technical Issues which will need to be brought back to PTIC for operational consideration.
Respondent code	UTMC

Issue progress	Feb 09: Submitted and rejected by PTIC. Mark Cartwright agreed to produce a paper on this topic and present it to the group.
Status code	Rejected

Reference number	PTIC-008 v 0.4
Submitter/Owner	*Name:* Steve Robinson *Organisation:* London Buses *Email address:* steve.robinson@tfl.gov.uk
Title/Short description	NaPTAN short code changes
Issue description	In section 6.3.1 of the NaPTAN schema guide v.2.1, the following rules for NaPTAN short codes are presented. Codes are made up of an area prefix and a suffix, ensuring they are unique at a national level. No two consecutive characters/digits use the same key, (giving faster keying with lower error rates on a mobile keypad). All codes are also unique when expressed in alpha-8 or all-numeric formats. The Alpha8 characters are the eight letters shown first on a mobile keypad (adgjmptw). Thus for example '234, 'adh', 'bfi' and 'ceg' (and any other permutation of abc + def + ghi) all encode the same number. The use of zero is avoided. Meaningful letters are chosen for the prefix three digits that indicate area. Codes may be of variable length. Use of these rules increases usability but reduces the number of available codes of a given length.
Issue manifestation	1. These rules allow only 7^5 = 16,807 stops within a single area. London has 19,000 bus stops so we would have to split London up into several codes. London would be strongly opposed to doing this. 2. It is slightly more difficult for people to remember a series of alpha 8 characters - a, d, g, j, m, p, t, w, as opposed to numerals. However mnemonic prefixes are easier to remember than numbers.
Issue severity	Issue 1 is severe.
Priority code	1 / A
Response options	1. Allocate the prefix ‘1’ for London numbers. 2. Note that the provided numbers are displayed with prefixes, the following additional constraints are recommended but not mandatory To avoid repeating sequences of numbers. To display codes as numbers rather than characters To use 0 as well as 1-9. 3. In addition : Where the area of the user can be automatically determined, the user should not have to enter in the 3 character area prefix but only the suffix code within the area. More frequently used stops in an area can be made shorter The NaPTAN short codes is distinct from the ATCO code i.e. system identifier. It is possible in principle to reassign a NaPTAN code to a different stop.

Response actor	DfT, as the NaPTAN owner.
Respondent code	Transport Direct
Issue progress	Feb 09: Submitted and accepted by PTIC. Thales to be consulted. May 09: Accepted for further action (Band A) Mar 10: Funding for Issue PTIC-008 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: **Schema element resolved**. Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being.
Status code	Issue Subject to Revision

Reference number	PTIC-009 v0.3
Submitter/Owner	*Name:* Peter Stoner *Organisation:* Traveline *Email address:* stonerpj@mytraveline.info
Title/Short description	Inclusion of Waypoints in NaPTAN
Issue description	Waypoints are sometimes used to clarify the route to be taken, to check the time at a specific point or to denote a status such as a fares stage. Such use is normally associated with express services that do not use roads served by stopping services, for instance motorways. For routing or monitoring purposes, if there are stopping bus services along a section of road an express service can be given times at the intermediate bus stops and the express service coded at these stops neither to set down nor pick up passengers (Activity=PASS). Where there are no bus stops the creation of bus stops on roads such as motorways would be misleading to intending passengers. The issue is whether Waypoints should be included in NaPTAN and if so how. We currently have instances where they are included in NaPTAN and where they are excluded. There are problems with both approaches
Issue manifestation	1. Greater Manchester has a few stops which have been used for managing express services in real time systems. These points appear inappropriately on Google maps and as a place to start or end a journey, in some journey planners. 2. Mid Lothian has mentioned a requirement they have for marking Fare-stages. It may be that extra CUS stops would be meet their need. 3. Buckinghamshire have produced registrations, believed to be in Routewise, for some express services which do not have enough intermediate points to clearly identify which route they take. It may be that use of the PASS activity code at existing bus stops would resolve the problem. 4. There are many other express bus services but it is not known if there are issues with predicting arrival times in real time systems, or whether these are resolved with data outside of NaPTAN.
Issue severity	There is a risk, possibly small, that an accident or legal challenge could arise from marking bus stops in places that it is unsafe for the public to enter. The main issue is that the data may not appear appropriately to intending passengers and that this leads to a variety of work arounds.
Priority code	3 / C

Response options	Discussion Option 1 - Do Nothing. Allow each authority to decide whether it wants to include Waypoints in NaPTAN as CUS points that have no departures associated with them, only express buses that do not stop. This will continue the inconsistent approaches between areas. The problem will not go away and will require responses to questions or explanations to be generated. Option 2 - Update Standards. Add WAY as a new point type. This would require all software that imports NaPTAN to be updated to read the new record type. There would be costs associated with this, but if everyone updates it will be the most consistent solution. If only some systems are updated there will be risks that some software will not work, data will have to be amended by hand or stops will disappear from view. TransXchange publisher also needs changing so as to handle WAY point differently from other stops. They would be shown on maps, but hidden from the matrix bed except in . Option 3 - Separate List in NaPTAN. Set up a new list of stops that should not appear on maps or in gazetteers. This could be a new list of stops which could be included in NaPTAN. This approach has already been adopted, for instance the file StopPlusbusZone.csv with lists of stops that are in a PlusBus zone. This would require NaPTAN editing software to be amended to create the additional file or a separate process to create the file, eg as with PlusBus zones. Technically is undesirable as a solution technically as it introduces an extra non-XMl format that needs to be supported and merely moves costs elsewhere. Option 4 - Separate List outside of NaPTAN. In a less formal way a national list of NaPTAN numbers would be maintained which could be used to suppress from view stops in downstream systems. A preliminary assessment of risks and costs: Option 1 - A small number of intending passengers will find the inappropriate stops and be inconvenienced or put off using information services. There will be some cost associated with answering enquiries about them. There is a small risk that an accident or legal challenge could arise and this would be expensive. Option 2 – All existing software that imports NaPTAN will have to be modified to handle waypoints – even if just to ignore them – as part of its support for V 2.3 There is a riskthat some software will not be correctly updated and use of the new codes will cause disruption either of the software to fail or wrong answers to be given. These risks can be avoided by funding of software improvement and funding of testing. However there are costs involved.. Option 3 - This would in effect add a sparate mechanism outside the current NaPTAN . Data can be coded with PASS times at CUS stops and the worst that will happen if software is not updated is that a CUS stop will be selectable in journey planners and on maps. Where this happens it retains the risks of Option 1. However the transition avoids the risks of Option 2 as as users would only request and fund the new feature if they need it. This option requires the NaPTAN management contractor to receive and publish the new files. DfT would need to fund this within the existing contract. This make well be more expensive than a simple addition of a stop type. Option 4 - This is also relatively risk free as with Option 3. It saves the cost of changing the NaPTAN editing software and also of the NaPTAN contractor being involved. Compiling and publishing a national list of stops will be relatively simple process and will not require updating very often. There would be negligible cost but the risk is that such an informal process is not maintained or used.
Response actor	Options 1 and 4, leave the issue with the data users. Option 3 involves a few suppliers. Option 2 All suppliers and DfT to coordinate standards and provide funding.
Respondent code	DfT

Issue progress	A preliminary assessment of risks and costs: Option 1 - A small number of intending passengers will find the inappropriate stops and be inconvenienced or put off using information services. There will be some cost associated with answering enquiries about them. There is a small risk that an accident or legal challenge could arise and this would be expensive. Option 2 - The risks are high that some software will not be updated and use of the new codes will cause disruption either of the software to fail or wrong answers to be given. These risks can be avoided by funding of software improvement and funding of testing. However this will make it the most expensive option. Option 3 - This is a relatively risk free path to improvement. Data can be coded with PASS times at CUS stops and the worst that will happen if software is not updated is that a CUS stop will be selectable in journey planners and on maps. Where this happens it retains the risks of Option 1. The transition avoids the risks of Option 2 as improvement of the software be gradual, as users request and fund the new feature. This option requires the NaPTAN management contractor to receive and publish the new files. DfT would need to fund this within the existing contract. Option 4 - This is also relatively risk free as with Option 3. It saves the cost of changing the NaPTAN editing software and also of the NaPTAN contractor being involved. Compiling and publishing a national list of stops will be relatively simple process and will not require updating very often. There would be negligible cost but the risk is that such an informal process is not maintained or used. Feb 09: Issue submitted to PTIC. PTIC may consider small-scale waypoint activity, but ruled out any plans to pursue the issue of waypoints on a national basis. May 09: It was agreed that this issue was subject to revision (downgraded to C band) April 2010: Issue revisited by PTIC. It was determined that an alternative solution had been found for this issue. The group agreed that this issue was now closed.
Status code	Closed

Reference number	PTIC-010 v0.4
Submitter/Owner	*Name:* Kieran Holmes *Organisation*: ttr. See also [U2-#1, #2[*Email address:*
Title/Short description	**Allow use of web service to fetch NaPTAN Stop name, etc as well as location.**
Issue description	Published time tables include information about a stop such as its name, NPTG Locality, etc. Originally all such NaPTAN data were declared locally, either as a full stop declaration or as an annotated stop reference. This allows standalone publishing, and for corrections to the NaPTAN data to be included that had not yet been processed into the NaPTAN database. (It also ensures the document can be republished as a document of record even if the NaPTAN details have subsequently changed). Because existing TXC documents didn't have location data, in 2.2a of the publisher the capability was added just in route maps to fetch location data for the stop from the NaPTAN database using a web service. Use of the service was made optional so that the user could specify an override to use locally declared coordinates if say they were more correct. It would now also be possible to use the web service to also fetch the latest version of the other stop data in addition to the location (such as the stop name and locality) that appears in the particulars and the matrix bed; but this would be a change of behaviour. The use case is slightly different in that locations are in any case optional (so only override values need to be included) but stop names are mandatory so one is always present and there are different ways of choosing..
Issue manifestation	There may be more up to date data for the stop in the NaPTAN database such as a revised stop name but when the stop is published it will still use the name present in the document. This might increase the use of the web service. Provided the TXC document is generated with the current data, the issue can be avoided. Precedence for use of NaPTAN data needs clarification.
Issue severity	Quality
Priority code	3 / B3
Response options	Enhancement to publisher. Add an option to the main publisher GUI tab to indicate whether stop data should be taken in preference from the local document (default) or the NaPTAN database Or to use whichever of the two has data with the latest update date This would require a number of changes to the publisher internals – at present only the route map module uses the NaPTAN web service. The particulars, Matrix would also have to make use of the web service and apply the same logic. *Schema Change:* Yes, Already done in 2.2a Route Map support. *Publisher change*: Yes. Small /Medium depending on scope. *Other tool change: Optional, desirable*
Response actor	PTIC: Prioritise / approve change. DFT: Commission change to publisher to support.
Respondent code	Kieran Holmes

Issue progress	See [U2-#1, #2] Raised in 2007 & 2008 lists refined by EBSR input from KH Jan 2009 Solution options proposed. Discussed at PTIC meeting in Feb 09. Kieran Holmes (Transport Direct) volunteered to Champion this Issue. May 09: Issue was delivered to PTIC and was rejected. April 10: Issue was revisited by PTIC. Its was agreed that this issue should remain rejected. Nov 10: Issue resurrected and was to be revised in line with PTIC discussions surrounding live stop updates
Status code	Issue Subject to Revision

Reference number	PTIC-011 v0.4
Submitter/Owner	*Name:* John Pryer, *Organisation:* Omnibus *Email address:*
Title/Short description	**Grouping of post-midnight journeys with Previous Day**
Issue description	To allow journeys departing after midnight to be grouped with the previous day's journeys when publishing timetables as a matrix. TXC Documents would need extra information in the schema to guide this grouping.
Issue manifestation	For example, the late night bus service on a Friday night that runs regularly at departure times between 11am to 2am could be listed as a Friday service (with the same availability as a Friday), not as a separate Friday night bus service (for 11pm to 12pm departures) and a Saturday morning bus service (for 00am to 2am departures). The TXC publisher currently groups journeys into weekday or weekend beds strictly by departure time at the first stop of the journey, using midnight as the day boundary. To be able to move designated early Morning journeys to a different bed it needs to be given extra information. This means that though the data in the TXC document is correct, the presentation in the matrix may differ from that preferred by the operator's for showing it to the public (and possible as output on other material), making it harder to check by sight, and making it insufficient for some general purpose uses. Presentation may also be more verbose with complex footnotes for the post midnight journeys. Note that Journeys can already be tagged with the right information to express their exact availability to journey planners and other downstream systems. Thus journeys starting after midnight but before the 'service day end' can be given the same operational profile (and availability conditions such as whether they run bank holidays) as those of the preceding day, while journeys starting after the service day end can have different availability conditions. This enhancement would also facilitate the use of TXC to economically encode rail timetables, which traditionally have a service day end at 2 am.
Issue severity	Means that TXC documents cannot be published in conventional journey grouping – TXC publisher output instead will have journeys with complex footnotes in other beds. *"TXC schema does not meet all requirements to express timetables".*
Priority code	1 / B1
Response options	The requirement is in effect to allow the extra tagging of journeys that start after midnight, and to use this to control their presentation by the publisher and other TXC tools. This grouping could be set either on individual journeys, or for all journeys using an "End of Operating day" value, (both mechanisms are potentially useful). Transmodel has the concept of an OPERATING DAY which may be different from the calendar day, and may last more than 24 hours. We could introduce this as an explicit element that can be associated in addition with a journey. This would allow an operating day different from the calendar day to be specified. This mechanism can be used elsewhere e.g. for #E3. *Schema Change:* Yes, *:* Small *Publisher change to use:* Yes, Medium
Response actor	PTIC: Prioritise / approve change Dft: Change to schema to make mechanism available to those suppliers that wish to support. Suppliers: Change to publisher and other tools to apply to output: optional.

Respondent code	Transport Direct
Issue progress	See [U1-#2.2]. See [U2-#8] In 2007 & 2008 candidate change lists. Solution proposed. Shared Operating Day Mechanism with other requests. Feb 09: Discussed at PTIC meeting in. John Pryer (Omnibus) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B1) Mar 10: Funding for Issue PTIC-011 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. October 10: **Schema element resolved incorporated into TransXChange 2.4**. Publisher element still to be resolved.
Status code	Issue Subject to Revision

Reference number	PTIC-012 v0.5
Submitter/ Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com;
Title/Short description	**TXC-2.3-#E3: Explicit Grouping of Routes/Journeys**
Issue description	Tools which publish TXC documents (including the publisher, but more importantly supplier products) cannot always determine the best matrix presentation to use just from the information currently available in a TXC document. This change adds info to the schema that allows published output in a number of complex but quite common cases to be closer to that preferred by the operator's conventional presentation, making it easier to check by sight against source documents and to use a TXC document for general purpose, such as to produce printed publicity material. It can for example be used to split some large sparsely populated timetables much more compactly into smaller more readable timetables.
Issue manifestation	At present, the grouping of journeys when publishing is done automatically from journey times. This can result in large timetables and poor handling of special cases Overall experience with EBSR suggests that it would desirable for usability if TXC supported a sub-grouping mechanism for documents with large numbers of vehicle journeys, or especially complex availability conditions.
Issue severity	Reduces general reusability of TXC for timetable exchange *"TXC schema does not meet all requirements to express timetables". We improve data quality*
Priority code	2 / B1

Response options	Extend schema with information on how journeys should be grouped within a route below the service level. This can be used to accurately exchange routes between any third party via TXC e.g. into products such as Routewise that consume TXC Documents. The publisher could also be enhanced to use the grouping data. The current schema does not contain an explicit sub-grouping mechanism for routes or for vehicle journeys and so information about such groupings cannot be exchanged using TXC. This makes it difficult to organize large timetables optimally. Or put another way, the Service element is the only available grouping mechanism in TXC, and though it can be used to subgroup journeys within non-registration Documents (which can have multiple services), it cannot be used within Registrations – as these allow only one Service. A further consequence of having no explicit grouping is that the TransXChange publisher has to infer the grouping of vehicle journeys to use when creating matrix beds. The publisher currently uses (i) the direction and (ii) the day type as the main basis for doing this, creating typically a Monday to Friday, Saturday and Sunday 'operating day' bed for each direction. Automatic grouping can still lead to some suboptimal groupings, for example if there is one journey a week that is very different from the others it has the effect of enlarging the matrix unnecessarily. This is especially the case for a large service which may have several hundred vehicle journeys that could be more efficiently grouped into subsets. Thus the overall requirements would appear to be To allow the annotation of journeys so that exchange of data is not "lossy" about journey groupings, i.e. to add some form of journey group to TXC. These could be useful even without additional publisher support for grouping in that it would enable Routewise etc to exchange journey group definitions and mark journeys as belonging to them. To enhance the publisher to be able to use explicit grouping information, so that matrix content can be exactly controlled and optimised. This change needs to be consistent with other proposed 2.2b changes affecting matrix organisation e.g. #E3 (line Descriptions), and #E2 (Temporal Grouping). The primary grouping would appear to be a Group of Vehicle journeys or "Journey Grouping". A group of Route elements could also be allowed (without a publisher implication). A useful way to think about the issue is to consider that at present the publisher considers there are six default journey sub-groupings, used when publishing to group any vehicle journeys that are present in a document (empty groups are suppressed). Each of these are associated with a Day Type and a direction Outbound, M-F Outbound, Sat Outbound, Sun Inbound, M-F Inbound, Sat Inbound, Sun These implicit groups will need to continue to exist to support existing TXC usage. One could then in addition allow arbitrary user defined "Special Journey Groupings" for which inclusion of journeys is entirely user specified. Journeys assigned to a user-defined journey group would be excluded from the implicit groups above and published in a separate matrix, one per group, after the others, using the same ordering algorithms within each matrix. One may also want to be able to suppress a particular implicit grouping. *Impact*: *Schema Change:* Yes, Medium (needs examples) *Publisher Change to use:* Yes Large (will need some design and estimating)
Response actor	Dft: Change to schema to make mechanism available to those suppliers that wish to support. Possible Change to TXC publisher and other tools to apply to output
Respondent	Transport Direct

code	
Issue progress	See [U1-#2.7] Raised in 2007 & 2008 lists Solution proposed Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this issue. May 09: Issue delivered to PTIC. It was agreed that this issue be subject to revision and downgraded to a C-Band issue. Mar 10: Funding for Issue PTIC-012 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element resolved as part of TransXChnage 2.4**. Publisher change still to be resolved.
Status code	Issue subject to revision

Reference number	PTIC-013 v0.4
Submitter/Owner	*Name:* Roger Slevin. *Organisation:* DfT *Email address:* dft@slevin.plus
Title/Short description	**Allow Line Description by Direction**
Issue description	In order to populate downstream RTPI systems correctly, Trapeze have noted that there needs to be a separate description for each direction of a line. For example: *Outbound: 'Staverton – Bracknell – Manchester' and* *Inbound: 'Manchester – Bracknell – South Cerney – Staverton'.* One needs to consider whether the description needs to be associated with (i) the overall route; or (ii) a specific line; (iii) a group of lines; or (iv) arbitrary groups of vehicle journeys. This is not a straightforward consideration because there is not a simple relationship between **Routes** and **Lines** and the grouping of journeys: different journeys in the same timetable may reference different **Route** and **Line** elements. It appears that it is (iv) above, i.e. arbitrary groups of vehicle journeys, that solves the requirement.
Issue manifestation	The publisher currently shows the **Service** description and the **Route** descriptions in the particulars. For the heading of the matrix timetable, the publisher takes the **Origin**, **Vias** & **Destination** and the direction for the whole service, and uses them to creates headings in each direction: For example: *(i) Outbound: Barset – Flimsy - Rattlepit – Culham.* *(ii) Inbound: Culham – Rattlepit - Flimsy – Barset.* Arguably, there is already sufficient means to record "directional line" descriptions for data exchange purposes simply by using the route descriptions properly. A system using TransXChange may make use of any of the above elements. Where there is a gap in the current capability is to be able to further control the description shown on the matrix timetable, and for groups of journeys within a route, i.e. how to relate the route/line descriptions to specific subsets of journeys. At present the route or line description is not used for this purpose and there is no way to associate such a value. It would appear that the label is actually needed on an arbitrary group of journeys, which may include several lines.
Issue severity	Reduced usefulness of TXC, EBSR registrations for complex routes harder to examine *"TXC schema does not meet all requirements to express timetables". "we have to do more work than we would like" & " "We waste time because of confusion about what to do"*
Priority code	2 / B2

Response options	The solution would best be done in conjunction with #E3. The TXC schema currently allows the following descriptive elements to be declared: A **Description** element on each **Service**. Published on Service particulars. This is non-directional. In a registration there is only a single Service. In a general document there may be several. A **Description** element on each **Route**. There may be many Routes, each with one or more journey patterns and hence one or more vehicle journeys associated with it. It is published in a list of route names as part of the service particulars. Separate Routes can (and often are) be used each direction, so it can be used to get a separate description for each direction. However this cannot be related to specific journeys or matrix beds, since a matrix bed may reference more than one route. A **Description** element on each **JourneyPattern**. This is directional. The value is not currently published. There may be many journey patterns, each with one or more vehicle journeys in a service. Since there may be more than one journey pattern associated with a single matrix bed, one cannot necessarily determine which journey pattern (and hence description) to use. A **Description** element on each **VehicleJourney**. This is directional. The value is not currently published. There will be many vehicle journeys associated with a given matrix bed. For each **Service** an **Origin** place name, **Destination** place name and a list of **Vias** place names can also be specified, These can be used to generate text descriptions for the service. *Schema change:* Yes, Small *Publisher change*: Yes, Small (assuming #E3)
Response actor	Dft: Change to schema to make mechanism available to those suppliers that wish to support. Suppliers: Possible Change to TXC publisher and other tools to apply to output
Respondent code	Transport Direct
Issue progress	See [U1-#2.3], See [U2-#9] For simplicity should be combined with TXC-2.3-#E3 Implementation proposal available. Feb 09: Discussed at PTIC meeting. Issue to be held by Roger Slevin (DfT) until another Champion is identified. May 09: Issue delivered to PTIC and accepted for further action (Band B2) Mar 10: Funding for Issue PTIC-013 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element resolved as part of TransXChange 2.4**. Publisher element still to be resolved.
Status code	Issue Subject to Revision

Reference number	PTIC-014 v0.4
Submitter/Owner	*Name*: *Organisation:* Arriva AC, Trapeze MF *Email address:*
Title/Short description	**Horizontal Sorting of Vehicle Journey Columns**
Issue description	Ordering of columns in Timetables may not be output by the publisher in the operator's preferred layout.
Issue manifestation	The publisher currently does not sort the columns of the timetable matrix: it shows vehicle journeys exactly in the order across the page horizontally in which they are declared in a TransXChange document. This means that though the data is correct, the presentation may differ from that preferred by the operator's own tool, making it harder to check by sight,
Issue severity	Minor annoyance. *"TXC schema does not meet all requirements to express timetables".*
Priority code	4 / B3
Response options	An option could be added to the Publisher such that it will sort the columns based on times at a given stop (one specific row needs to be nominated - possible with a second and third choices for secondary sorting if there was no stop visit at a row). By default, this would be the first stop of the aggregated journey patterns. A small change to the schema could be added to allow a different stop to be nominated in the schema. Alternatively a sequence number could be allowed on each vehicle journey column to override the time based sort. Note that Frequency Based services - which can result both in additional automatically generated columns or in suppressed merged columns - introduce a further implementation complication, as multiple journeys may be shown as a single column, and vice versa.. It is assumed that frequency based journey processing will be done first. Other tools that consume TransXChange documents could similarly use this information. *Schema change:* Yes, Small: *Publisher change :* Yes: Small
Response actor	PTIC; Prioritise/approve. Publisher enhancement.
Respondent code	Transport Direct
Issue progress	Raised in 2007, 2008.02 & 2008.10 List Detailed implementation proposal available. Feb 09: Discussed at PTIC meeting. Mark Fell (Trapeze) volunteered to Champion this Issue. May 09: Issue delivered to PTIC. It was agreed that this be combined with issue PTIC-012 and accepted for further action (Band B2). Mar 10: Funding for schema change element of Issue PTIC-014 approved as part of the Transport Direct-sponsored TransXChange Enhancements package April 2010: Publisher element of issue revisited by PTIC. No further action required at present. Oct 2010: **Schema element resolved as part of TransXChange 2.4.** Publisher element still awaiting resolution

Status code	Issue Subject to Revision

Reference number	PTIC-015 v0.4
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#E6: Mandatory Operating Profile**
Issue description	There has been some confusion as to what the days a journey should be assumed to run on by default, i.e. how to interpret the day types of a TXC document if no ***OperationalProfile*** element is explicitly specified. The current TXC schema default, used if no explicit profile is provided is: "*Monday to Friday, every day of the year".* This is stated as an instruction in the schema comments and also the guide.
Issue manifestation	Recent experience of TXC 2.1 over the Christmas 2008 period has highlighted that the lack of an explicit visible default has meant that some users have overlooked completing which bank holidays a service runs on. The suggestion has been made that ***BankHolidayOperation*** element and its child elements ***DaysOfOperation*** & ***DaysOfNonOperation*** be made mandatory rather than optional so that schema validation would force them to be explicitly stated. Technically there is not an ambiguity in th the data representation; however the fact that some implementers have not realised the default profile applies indicates there is an issue to address.
Issue severity	Would having a mandatory value help to force users to supply additional useful information? Arguably this is more a question for the data capture tools used to prepare schedules, which should prompt users for values and /or always populate the schema explicitly. Changing the schema does not help this. In general this is probably better addressed by tools, process and documentation. *"We waste time because of confusion about what to do"*
Priority code	3 / B3

Response options	At the very least the documentation should be enhanced to emphasise and clarify the details of the default operational profile. It would also be possible to modify the published particulars so the default Service Day types and Holiday types are explicitly listed at a summary level in the matrix. See also the proposed revisions in #P4 footnotes. For example to generate a statement *such as "Runs Every Day of the Year including Christmas Day and Boxing Day"*. This is the recommended solution. The more drastic approach is to modify the schema to make the elements mandatory. If the schema were to be changed to make the elements mandatory there are some further technical considerations to bear in mind. At present users can specify either days of operation or days of non-operation, depending on which simplest. Only one can be mandatory, so one would have to decide which of the two was the usage required at the service level. The current mechanism for specifying operational profiles is efficient in that it avoids redundant repetition of the defaults. At present the same ***OperatingProfile*** structure that specifies the holidays etc, is used at both the ***Service***, ***JourneyPattern*** and ***VehicleJourney*** level: each level inherits from the previous but may override it. It would not be desirable to make the Bank holidays mandatory at the lower levels as it would make schemas unnecessarily repetitive and verbose (there can be hundreds of journeys and tens of journey patterns in a large schedule, all of which would typically be restating the same values). It would however be possible to introduce a modified profile at the Service level that was mandatory and so slightly different from the inherited one, so this issue can be overcome. The change would make existing TXC 2.1 documents not strictly compatible with the 2.2 schema – although explicit values for the required mandatory elements can be added automatically from the implied defaults, a conversion is needed to migrate documents. Normally we endeavour to design changes such that they can be used optionally – so existing documents remain compatible – (i.e. just the version number needs to be changed). It should properly thus be labelled v3.0. *Impact* *Schema Change:* None or Medium *Publisher Change:* None or do as part of #P4 footnote change.
Response actor	PTIC: Review needed
Respondent code	Transport Direct
Issue progress	See [U1-#2.8] Raised in email, On 2008.02 & 2008.10 Lists. Solution as part of #P4 proposed. Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B3) Mar 10: Funding for Issue PTIC-015 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element resolved and incorporated into TransXChange 2.4.** Publisher change awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-016 v0.3
Submitter/Owner	*Name*: Part A, C, D, Nick Knowes Kizoom *Part B Kieran Holmes Transport Direct* *Part E Roger Slevin, Dft* ***Organisation:* VOSA, RTIG [U2-#13]** ***Email address:***
Title/Short description	**Additional Business Rules for Publisher Validation**
Issue description	The TXC specification includes a number of data quality rules that cannot be enforced by the XML of the schema alone. The Publisher runs a diagnostic step to check most of the most important rules and issues a report with warnings for different severity levels. Some additional diagnostic rules could be added to the publisher to help to support the ESBR workflow by automatically flagging issues which must be resolved. These might include: Short term registrations must have at least one justification element (Severity 2 – i.e. required for submission). Now that the NaPTAN web service is available, it would be possible to check for missing stops (i.e. stops not yet in the NaPTAN database – see #E1), or for stops with inconsistencies in dates or coordinates and to issue a diagnostic message. Do as PTC010 If the day types and availability of a journey is repeated at the individual journey level a large number of footnotes may be generated. This is bad style and could be detected and criticised.. Do as PTIC-022 Routes & vehicle journeys may not begin or end with a Way Point (see #E9) Do as PTIC-009 A Hail and Ride stop (HAR) must not overlap a marked (MKD) stop within a given route.
Issue manifestation	Additional time needed to review and process EBSR documents and detect certain types of error.
Issue severity	Helps to improve quality and reduce effort and skill levels needed to use TXC. "*We have to do more work than we would like", "We save long term support costs", "We improve data quality*
Priority code	4 / B3
Response options	Revise the publisher to add additional diagnostic rules
Response actor	PTIC: specify rules *Schema Change:* None *Publisher change :* Yes
Respondent code	Transport Direct

Issue progress	See [U2-#13] Raised in 2008.02 & 2008.10 List Feb 09: Discussed at PTIC meeting. Kieran Holmes (Transport Direct) volunteered to Champion section B for this issue, with Nick Knowles (Kizoom) being responsible for sections A,C and D; with Roger Slevin (DfT) being responsible for section E. May 09: Issue delivered to PTIC and accepted for further action. Mar 10: Funding for Issue PTIC-016 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue resolved

Reference number	PTIC-017 v0.4
Submitter/Owner	Name: Roger Slevin Organisation: DfT Email address: dft@slevin.plus.com
Title/Short description	**TXC-2.3-#E8: Support for new NaPTAN Stop Types – Private**
Issue description	The ability to mark certain stops as private use only, for example in schools One of two new stop types proposed for NaPTAN s that would then need to be supported by the TXC schema and the publisher. **BCP** Bus Coach private is similar to BCT.
Issue manifestation	One cannot currently mark stops as private or public. If they are marked, would want to see this in published timetables. This helps stop finding.
Issue severity	Public private improves support of NaPTAN for school stops and for school TXC routes. *"TXC schema does not meet all requirements to express timetables".*
Priority code	3 / B3
Response options	Various changes have been made as part of NaPTAN 2.4 which addresses private stop needs. There is now a requirement to explain this within the NaPTAN 2.4 Guidance.
Response actor	Nick Knowles
Respondent code	Kizoom Software
Issue progress	Raised in 2008.10 List. Detailed implementation proposal available. Feb 09: Discussed at PTIC meeting. Roger Slevin (DfT) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B3) April 10: Issue revisited by PTIC. It was agreed that there was no longer a requirement for this and that the issue should be closed. Oct 10: Issue resolved as part of NaPTAN 2.4b Nov 10: Issue reopened to identify what description is required within the NaPTAN 2.4 Guidance
Status code	Issue Subject to Revision

Reference number	PTIC-018 v0.4
Submitter/Owner	Name: Roger Slevin Organisation: DfT Email address: dft@slevin.plus.com
Title/Short description	**TXC-2.3-#E10: Support Concise Cancellation**
Issue description	Cancellations of EBSR registrations at present require resubmission of the entire document with an ApplicationClassification value of cancel. Informationally this is unnecessary – all that is needed is the Registration & Service details sufficient to identify the service.
Issue manifestation	Although it is possible to create a TXC document that validates that has no stops, routes, vehicle journeys or journey patterns, the publisher will not accept or process such "empty" services. This is because the Publisher requires that at least one Service should be populated in order to publish a TXC document.
Issue severity	Makes cancellations more. Operationally is it helpful to have the full service description in any case? *"We waste time because of confusion about what to do"*
Priority code	4 / C
Response options	An example of a cancellation should be added to the TXC documentation set in any case. The current minimum registration document requires (a) ***Registration;*** (b) ***Service*** (including ***Line***); and (c) ***LicencedOperator*** to be populated. These elements would still be useful to identify the cancelled service. *Schema change:* Yes, Small *Publisher change:* Yes Small
Response actor	DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools to output "slim cancellations"
Respondent code	Transport Direct
Issue progress	See [U2-#21] Raised in 2008.10 List from EBSR queries via email Detailed implementation proposal available. May 09: Allocated C Band release but not delivered at May meeting. Still awaiting champion. Dec 09: Issue delivered to PTIC. Roger Slevin volunteered to Champion. Issue accepted for further action Mar 10: Funding for Issue PTIC-018 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element resolved and incorporated into TransXChange 2.4**. Publisher element still to be resolved.
Status code	Issue Subject to Revision

Reference number	PTIC-019 v0.1
Submitter/Owner	*Name*: *Organisation:* EBSR users via NK *Email address*:
Title/Short description	**Provide more user friendly message for invalid documents**
Issue description	If a TXC input document is invalid and does not conform to the schema, the publisher cannot read the document: this can give rise to a range of cryptic error messages. At present the publisher traps the exact detailed message and places it in the log, and gives a not very helpful message. It may be possible to add further processing to add a more helpful overall diagnostic (E.g. “invalid input document, consult your supplier and or run a validation tool to locate the errors before using the publisher”.). The line number could also be found.
Issue manifestation	Some users have trouble determining the cause of failure of TXC documents to publish, Some of the publisher error messages are not easy to understand and do not give a good indication of what is the cause of the error.
Issue severity	If the load of support queries is high then this would be important to address. *“We have to do more work than we would like” & “We waste time because of confusion about what to do”. “We save long term support costs”*
Priority code	Closed
Response options	Enhance the processing of invalid documents *Schema change:* None *Publisher change:* yes, Medium
Response actor	PTIC/Dft/VOSA prioritise Publisher: enhancement
Respondent code	N/A
Issue progress	Raised in 2008.10 List as a result of EBSR Outline implementation proposal available.
Status code	Issue Resolved

Reference number	PTIC-020 v0.3
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#P2: Support network based distribution & Improve web diagnostics**
Issue description	The current desktop distribution of the publisher is packaged and configured to install locally on an individual PC. Each installation therefore needs updating to take advantage of new versions. Some of the larger operators would like to be able to have a central network based install that would simplify the task of keeping multiple workstations up to date. Some users also have had difficulty using the publisher options that require access to web service in their environment – typically because they need to use a proxy or their firewall needs to be configured. At the moment there are a series of manual steps that can be done to determine the cause of the problem. It would be possible to include some simple support diagnostics to help. Since the environment may be changed so as to break access long after the publisher is installed , these tests need to be re-runnable at any time, for example as a menu option.
Issue manifestation	Larger sites incur overhead to distribute the publisher to their machines, making it more expensive to install upgrades Some users have trouble installing the publisher in a corporate environment taking up their time and giving rise to additional support load
Issue severity	Depends on how many large sites there are and how complex firewalling etc is in sites. *"We have to do more work than we would like" "We waste time because of confusion about what to do". "We save long term support costs" "*
Priority code	3 / B3
Response options	1. **Network install:** Although the publisher will actually already run from a windows server network in most cases, provided the appropriate Java run time is installed on the PC, network use isn't an officially supported option. A network install would require some additional configuration options and a more complex testing process to test both types of install, including the JRE prerequisites. Note that this is primarily an optimisation to the packaging - because of the memory and processor requirements, it is still envisaged that the loaded publisher would execute on individual processors, not centrally 2. **Environment Configuration Diagnostics:** We could add some diagnostic support options to the publisher that make it easy to run additional tests (currently these have to be done by hand guided by FAQs) to try and diagnose the network access issues *Impact* *Schema change:* None *Publisher Change:* Medium Improve install process and add tests to release process
Response actor	PTIC: Prioritise Publisher: enhancement
Respondent code	Transport Direct

Issue progress	Raised in 2008.10 List. Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B3) Mar 10: Funding for Issue PTIC-020 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue Resolved

Reference number	PTIC-021 v0.1
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#P3: Support Printing of a List of TXC documents**
Issue description	Some users would like to be able to publish lists of many TXC documents at a time
Issue manifestation	Users needing to process large numbers of timetables currently must do this one by one using the GUI.
Issue severity	A batch capability would allow some automation and could also be used to spread load on web services" to off Peak hours. *"We have to do more work than we would like" "We save long term support costs"*
Priority code	3 / C
Response options	Enhance the publisher UI to allow the selection of a list of documents, with a list of results Needs to indicate any failures. The mechanism proposed in #P7 to allow documents to contain the publishing preferences would help this capability, as each document could contain the correct publishing parameters for itself. *Schema change:* None *Publisher change:* Medium
Response actor	PTIC: Approve Publisher: enhancement
Respondent code	Nick Knowles
Issue progress	Raised in 2007, 2008.02 & 2008.10 List Solution outlined Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Allocated C Band release but not delivered at May meeting. Dec 09: Issue delivered to PTIC. Issue rejected
Status code	Rejected

Reference number	PTIC-022 v0.3
Submitter/Owner	*Name*: Nick Knowles *Organisation:* Kizoom *Email address:* nick_knowles@kizoom.com
Title/Short description	Footnote content & School Serviced Organisation Calendars
Issue description	The phrasing of footnotes and the availability of services in Schools terms etc could be improved .
Issue manifestation	Furthermore the text created for the notes is not always clear, e.g. at present one may get messages such as *'Service runs during working days of School X'* Would be better as be *'Service runs **only** during working days of School X'* *Or better still* *Service runs **only** during term time of School X'* Publishing of serviced organisation details and calendars was left out of scope of the original publisher, in particular to include the right School calendar with the right matrix bed. It would help if the Serviced Organisation details & calendar were included in the matrix.
Issue severity	Makes the EBSR document clearer and less ambiguous. *"TXC schema does not meet all requirements to express timetables". "We waste time because of confusion about what to do".*
Priority code	2 / B1
Response options	Revise handling of footnote generation as per **Error: '_Ref221014535MERGEFORMAT' not found!** *Schema Change:* None – See #O10 *Publisher effort:* Medium
Response actor	PTIC: Prioritise and review proposal Publisher: enhancement,
Respondent code	Transport Direct

Issue progress	Raised in 2007, 2008.02 & 2008.10 List Recently revised as a result of feedback from EBSR Suggested revisions are shown in examples within NaPTAN and TransXChange Enhancement document. Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue delivered to PTIC with Richard Warwick of Arriva agreeing to champion the issue. The issue was accepted for further action (Band B1) Mar 10: Funding for Issue PTIC-022 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue resolved

Reference number	PTIC-023 v0.3
Submitter/Owner	Name: Phil Jowitt Organisation: VOSA Email address:
Title/Short description	**TXC-2.3-#P5: Support Publishing of Flexible Services**
Issue description	Publishing of flexible service details was left out of scope of the original publisher and of the route map enhancement.. Now that some Flexible services are being created, it would be useful to include proper support.
Issue manifestation	Although the basic particulars of a Flexible can be published, the details specific to Flexible services such as time bands are not shown. The matrix beds are currently largely meaningless for the flexible part of Flexible services.
Issue severity	Workaround for now is to attach additional documents to the registration. This puts onus on operator to create appropriate maps etc. *"We have to do more work than we would like" "We cannot perform our legal obligations" "We waste time because of confusion about what to do"*
Priority code	2 / B2
Response options	The main requirement is to add flexible service information elements such as time bands and service contacts to the matrix timetable along with the stops. Flexible services may have both timetabled and flexible sections, so handling must allow for hybrid journeys. The route map output might need quite significant alteration to show the Bounding box of the flexible zones, rather than stops. This would be especially useful for automatic presentation.. *Schema Change:* None *Publisher effort:* Medium
Response actor	PTIC prioritise Publisher: enhancement
Respondent code	Transport Direct
Issue progress	Feb 09: Discussed at PTIC meeting. Issue to be held by Mark Cartwright (Centaur/RTIG) until another Champion is identified. VOSA identified as a potentially suitable Champion. May 09: Issue delivered at PTIC meeting, with Phil Jowitt (VOSA) agreeing to champion the issue. The issue was then accepted for further action (Band B2) Mar 10: Funding for Issue PTIC-023 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue Resolved

Reference number	PTIC-024 v0.2
Submitter/Owner	Name: Chris Walker Organisation: IVU Email address: chris.walker@ivu-uk.com
Title/Short description	**TXC-2.3-#P6: TXC Document Debug support in Publisher Matrix**
Issue description	For large and complex documents, when checking the output of different TXC preparation tools and it can be quite difficult to trying to trace content errors
Issue manifestation	In order to trace complex content errors the matrix output has to be related to the originating TXC document. This can be time consuming and require a high degree of expertise in TXC.
Issue severity	This is likely to be an important requirement for supporting TXC in the long term and diagnosing issues arising from misinterpretations of the schema. It reduces the time and more importantly amount of know how needed to diagnose issues. *"We have to do more work than we would like" & "We waste time because of confusion about what to do". "We save long term support costs" "We improve data quality*
Priority code	2 / B2
Response options	This suggestion proposes adding a "Debug mode" to the publisher which would allow the inclusion of additional data elements in the published output to assist troubleshooting TXC documents. This would be available on the GUI. Possibel output formats are shown below. This may be especially useful for resolving data issues in the delivery chain, i.e. identifying errors in submitted documents. *Schema Change:* None *Publisher Change:* Yes, Medium
Response actor	PTIC Prioritise Publisher: enhancement,
Respondent code	Chris Walker
Issue progress	Raised in 2007, 2008.02 & 2008.10 List Solution proposed. Feb 09: Discussed at PTIC meeting. Chris Walker (IVU) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B2) July 10: Issue revisited by PTIC. It was agreed that as there was no funding source available to resolve this issue, that this be revisited once a funding source had been identified.
Status code	Accepted for Further Action

Reference number	PTIC-025 v0.2
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#P7: Encode & Expose Preferred Publisher Parameters**
Issue description	Each time a document is published a variety of parameters may be set using the GUI such as map scale, Timing point content, etc. A default set of values is assumed, but certain values may need to be overridden. It would be useful to be able to indicate these preferred overrides in a document so that the document can automatically be published repeatedly to a consistent appearance (otherwise the overrides have to be set every time the publisher is run
Issue manifestation	Saves time and improves consistency of output. A TXC document is intended to be a self contained object which can be consistently published by an automated process. In particular this would ensure that documents submitted to VOSA are published with the values intended by the operator.
Issue severity	This enables further automation of the workflow making batch processing of lists of documents easier, and speeding up the repeated publishing of the same document. *"We have to do more work than we would like". "We save long term support costs"*
Priority code	4 / C
Response options	Add an element to state preferred publication options in a TXC document Change publisher to use these by default. There are also some additional existing (2.1) publisher settings which are not currently exposed to the user and so are somewhat obscure. These could be supported in the schema and added to the publisher GUI parameters. This would be especially relevant if a list publishing capability (See #P3) was added. *Schema change:* Small *Publisher Change:* Small.
Response actor	DfT: Schema change Publisher: enhancement
Respondent code	Nick Knowles
Issue progress	Raised in 2007, 2008.02 & 2008.10 List. Solution proposed. Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue was delivered to PTIC. It was agreed that this issue be subject to revision and was downgraded to release Band C. April 10: Issue revisited by PTIC. It was agreed that this issue was still subject to revision
Status code	Issue Subject to revision

Reference number	PTIC-026 v0.1
Submitter/Owner	Name: Nick Knowles (holder) Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#P9: Publisher Bug reporting option**
Issue description	Provides a “one click” bug reporting facility. When an issues arise from a defective TXC document or a bug in the publisher, it is usually necessary to have all the necessary artefacts and information reported, such as the inouts, version levels etc. Quite often several interactions are needed to elicit the necessary information, especially if the issues has been forward from elsewhere. Many applications (e.g. MS Word) now include an automated reporting system to collect send key data relating issues in to a support function.
Issue manifestation	Resolving issues incurs delays if the necessary information is not supplied This slows resolution of genuine issues. It also takes the user time and requires some expert knowledge by the user of what are the relevant information to be collected . Would reduce cost of ownership – depending on number of users and issues. .
Issue severity	Helps to streamline the support process for when there are many users *“We have to do more work than we would like” “We waste time because of confusion about what to do” “We save long term support costs”*
Priority code	4 / C
Response options	Revise Publisher to include a “report an issue” button. This would send the Publisher version, operating system and J2re current log, and most recent input and output files to the EBSR support function as a zipped set. *Schema change:* None *Publisher Change:* Small
Response actor	PTIC prioritise. Publisher: enhancement.
Respondent code	TBD
Issue progress	Feb 09: Discussed at PTIC meeting. Issue to be held by Nick Knowles (Kizoom) until more operators are involved in PTIC activities. May 09: Allocated release Band C but not delivered to PTIC. Dec 09: Issue delivered to PTIC. Issue rejected
Status code	Rejected

Reference number	PTIC-027 v 0.3
Submitter/Owner	*Name: Martyn Lewis* *Organisation: Stagecoach* *Email address:* martyn.lewis@stagecoachbus.com
Title/Short description	**TXC-2.3-#O1: Multiple Operational references per journey**
Issue description	A number of operators would like to be able to associate multiple sets of operational details (block id, run id, vehicle type, positioning link and duty crew code, etc) with a given vehicle journey, for example, for different days of the week. Thus the same timetable might have multiple sets of operational data. This change improves the ability to repurpose a TXC document for different purposes, while improving readability. Of published output.
Issue manifestation	At present, to work around the limitation of one set per journey, some TXC documents repeat vehicle journey definitions for different days of the week attaching a different profile to each. This can result in verbose timetables with complex footnotes.
Issue severity	Needed in order to use the same TXC documents for real-time and operational systems. *"We have to find dodgy workarounds", "We waste time because of confusion about what to do"*
Priority code	1 / A
Response options	Enhance the schema to allow many rather than just one set of operational details, with an availability day type condition for the different sets. Use common ***Operating Day*** mechanism uses by #E2/ #E3. In order to be backward compatible the current ***Operation Block*** etc should remain the default. ***Operational***/ Bl***o***ck, ***VehicleType*** & ***TicketMachine*** are specified on ***JourneyPattern*** & ***Vehicle Journey***. ***DutyCrew*** code is specified on timing links. (Would it also be useful to specify at JP/VJ Level?). Also on ***Positioning Link***. *Schema change:* Medium *Publisher Change:* None
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	Raised in 2007, 2008.02 & 2008.10 List Detailed solution proposed – revised for 2009.10 Feb 09: Discussed at PTIC meeting. Martyn Lewis (Stagecoach) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band A) Mar 10: Funding for Issue PTIC-027 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue resolved

Reference number	PTIC-028 v 0.4
Submitter/Owner	*Name: Martin Siczkowski* *Organisation: ACIS* *Email address:*
Title/Short description	**TXC-2.3-#O2: Add Cross-referencing & Workflow Attributes to TXC**
Issue description	It would be useful to be able to identify a TXC document as being a variant that is not legally material for registration. See also item #M1 tendered & contracted and item #T2 change management The workflow processes of operators would be facilitated by the inclusion of some additional control attributes in the TXC schema to allow applications to detect and mark the status of individual documents. Indicating the nature of a content change would simply the task of a reviewer
Issue manifestation	There are often many variations of a TXC document, many with informative rather than material changes to the registration.
Issue severity	*"TXC schema does not meet all requirements to express timetables". "We have to do more work than we would like" & "We have to find dodgy workarounds"*
Priority code	1 / A
Response options	Add a variant number as described below Should the presence of a variant subnumber always indicate that the changes in the document are not material for registration? Or should there be a separate explicit flag to represent this? *Schema change:* Small *Publisher Change:* Small
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct
Issue progress	See [U2-#3, #12, #15, #17] Raised in 2007, 2008.02 & 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. No Champion exists at present for this Issue. May 09: Martin Siczkowski (ACIS) agreed to champion this issue. The issue was delivered to PTIC and was accepted for further action (Band A) Mar 10: Funding for Issue PTIC-028 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element resolved and incorporated into TransXChange 2.4.** Publisher element still to be resolved.

Status code	Issue Subject to Revision

Reference number	PTIC-029 v 0.3
Submitter/Owner	Name: Mark Fell Organisation: Trapeze Email address: mark.fell@trapezegroup.co.uk
Title/Short description	**TXC-2.3-#O3: Vehicle Attribute – Low floor flags**
Issue description	The TXC schema does not at present allow one to specify facility properties of services, in particular for impaired mobility access. A piece of data currently provided though AIM ATCO.CIF for traveline regions to use to provide a degree of accessibility information is the 'low floor' flag. This is a flag on each journey identifying that the route is 'normally' operated by a low floor vehicle. TXC does currently support a **VehicleType** attribute which can be used to indirectly indicate capabilities such as a low floor. This is specialised accessibility related case of #O4
Issue manifestation	Cannot distribute low floor attribute in RTPI systems using TXC, though this is available and relevant to some passengers.
Issue severity	Prevents use of TXC documents as single multipurpose distribution. *"TXC schema does not meet all requirements to express timetables".*
Priority code	3 / B3
Response options	We could add the facility properties. The question is which value should they take? There are two CEN standards that are defining a consistent set of categories for facility type features including *lowFloor*. (i) the prCEN FixedObject standard has proposed a set of facility categories – including low floor - and (ii) the proposed SIRI facility services allows messages to be sent about changes in the availability of these features to be sent in real-time. It would be Logical for TXC to use the same set of categories fro features, IFOPT has Number of steps, Boarding height etc – ? IFOPT also has a categorisation of ***Suitabilities*** for different kinds of user need (wheelchair access, etc). A fuller treatment could also allow these to be associated with VehicleJourneys and stops. Schema change: None *Publisher Change:* Small or None
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	See [U1-#2.5] Raised in 2007, 2008.02 & 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Mark Fell (Trapeze) volunteered to Champion this Issue. May 09: Issue was delivered to PTIC and accepted for further action (Band B3) Mar 10: Funding for Issue PTIC-029 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChnage 2.4.
Status code	Issue resolved

Reference number	PTIC-030 v0.3
Submitter/Owner	Name: Mark Fell Organisation: Trapeze Email address: mark.fell@trapezegroup.co.uk
Title/Short description	**TXC-2.3-#O4: Additional Stop Attributes**
Issue description	Trapeze have noted that there are a number of common properties of stops useful to info systems relating to stop attributes which are not present in TransXChange or NaPTAN. These include: Is there a physical indicator of the stop? Is there a shelter? Is there a seat? Is there a bus boarder? All these are useful pieces of information to provide to a member of a public enquiring about a journey. See also #O3
Issue manifestation	Whether there is a Physical indicator is already given by NaPTAN bus stop type subtype (marked MKD | unmarked: CUS | hail and ride HAR) – though there might be more specific details as to the nature of the marking. These elements are useful, but are really properties of the stop, not the timetable. Other elements should be added to an Equipment element on the NaPTAN package definition, allowing them to be populated in TXC document as part of the stop definition if desired At some point NaPTAN could be enhanced to also include them As for #O3 should be harmonised with IFOPT
Issue severity	TransXChange cant be used to exchange such data at present *"TXC schema does not meet all requirements to express timetables".*
Priority code	3 / B3
Response options	Add an ***Equipment*** element with predefined categories to the Stop definition and ***AnnotatedStopRef*** elements. Suggestion would be to include appropriate parts of IFOPT package, just as the NaPTAN stop definition package is included at the moment The publisher could be enhanced to include the equipment in the particulars and/or matrix bed notes *Impact* *Schema change:* Small *Publisher Change:* Small
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	See [U1-#2.6]. Raised in 2008.02 & 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Mark Fell (Trapeze) volunteered to Champion this Issue. May 09: Issue was delivered to PTIC and accepted for further action (Band B3) Mar 10: Funding for Issue PTIC-030 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics April 10: Issue revisited by PTIC. It was agreed that this be discussed further following the Olympics.
Status code	Funding for Issue Approved

Reference number	PTIC-031 v0.3
Submitter/Owner	Name: Steve Robinson Organisation: TfL Email address: Stephen.Robinson@tfl.gov.uk
Title/Short description	**TXC-2.3-#O5: Permission levels /IPR Use**
Issue description	Operators may wish to mark in a TXC document data the allowed use of data, and to distinguish between different types of use allowed.
Issue manifestation	Operator may want to provide a single distribution with different terms of use covered by legal agreement. This needs to be accompanied by declarations in the data.
Issue severity	Would allow TXC to be used to distribute through generic channels" *"TXC schema does not meet all requirements to express timetables".*
Priority code	4 / C
Response options	Additional metadata elements could be added, and also shown in partiucalrs For example **Level 1 - basic bus network data including** - Stop location data. **Level 2 - Schedule data** - List of routes serving each stop. - Route geometry data. **Level 2 - Schedule data** *Impact* *Schema change:* Medium *Publisher Change:* small or None
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	Raised 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Steve Robinson (TfL) volunteered to Champion this Issue. May 09: Issue delivered to PTIC where it was decided that a decision was not ready to be made. Mar 10: Funding for Issue PTIC-031 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue Resolved

Reference number	PTIC-032 v 0.3
Submitter/Owner	Name: Martin Siczkowski Organisation: ACIS Email address:
Title/Short description	**TXC-2.3-#O6: Dynamic Vias for RTPI**
Issue description	AVL suppliers may want to set a different **Via** list to be used at successive stops.
Issue manifestation	TXC already supports a ***DynamicDestinationDisplay*** which allows a single text element to be associated with each stop that can be used as the heading. A given *DynamicDestinationDisplay* is assumed to be in use until the next stop with a value is encountered. However this does not include a structured list of Vias
Issue severity	Important for providing data to real-time systems. *"TXC schema does not meet all requirements to express timetables". "We improve data quality*
Priority code	2 \ A
Response options	Add ***Vias*** to ***StopUsage*** *Impact* *Schema change:* Small *Publisher Change:* None
Response actor	PTIC: Prioritise change DfT: Schema change Suppliers: Optionally Augment RT tools
Respondent code	Transport Direct
Issue progress	See [U2-#25, 10] Raised in 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Mark Cartwright(Centaur Consulting/RTIG) volunteered to Champion this Issue. May 09: Martin Siczkowski (ACIS) agreed to champion this issue. The issue was delivered to PTIC and accepted for further action (Band A) Mar 10: Funding for Issue PTIC-032 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue resolved

Reference number	PTIC-033 v0.3
Submitter/Owner	Name: Mark Cartwright Organisation: Centaur Consulting/RTIG Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	**TXC-2.3-#O7: Recommended Operational End date**
Issue description	Registrations may be legally open ended, but AVL suppliers may want to set an end date. This has to be manually added at the moment.
Issue manifestation	Real-time systems may want to limit applicability of data from a TXC system.
Issue severity	Important for providing data to real-time systems. *"TXC schema does not meet all requirements to express timetables", "We have to do more work than we would like" & "We waste time because of confusion about what to do"*
Priority code	3 / B1
Response options	Add a recommended end date to schema *Schema change:* Small *Publisher Change*: None
Response actor	PTIC: Prioritise change DfT: Schema change Suppliers: Optionally Augment RT tools
Respondent code	Transport Direct
Issue progress	See [U2-#19] Raised in 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Mark Cartwright (Centaur Consulting/RTIG) volunteered to Champion this Issue. May 09: Issue was delivered to PTIC, where is was decided that there was no momentum behind this issue and that it should be dropped Mar 10: Funding for Issue PTIC-033 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue Resolved

Reference number	PTIC-034 v.0.3 (Formerly TXC-2.3-#O8)
Submitter/Owner	*Name:* Roger Slevin. *Organisation:* DfT *Email address: dft@slevin.plus*
Title/Short description	**Plan for Bank Holiday Calendar**
Issue description	TransXChange allows complex availability conditions to be specified for each journey in terms of Day Types (Monday, Tuesday, etc) , Bank Holiday day types (New years day, Christmas Day, Spring Bank Holiday, displacement holidays, early run off, etc), on which a given service runs. These can be specified generically in advance so that at they hold for any year, regardless of the actual calendar dates on which the holidays occur. The day types can be accompanied by exceptions for specific dates. Operators will typically specify Weekday, weekend and holiday services long ahead and this will be part of the registration. Fine tuning of the actual operational plan for services to be run takes place closer to the time of operation, for example to decide to run a Saturday or Sunday service on a specific bank holiday. This information needs to be related to the original plan in order to provision AVL systems in particular. In order to relate the general day types to specific calendar dates it would be useful to include a means of stating what type of service will be run on a particular calendar date. This could be included both in registrations and in subsequent data exchange using the general schema.
Issue manifestation	Effort and difficulty currently experienced in preparing data
Issue severity	Needs meshing of processes and tools *"TXC schema does not meet all requirements to express timetables". "We would improve data quality*
Priority code	1 / B1
Response options	Extend the TXC schema to allow a "service Plan" that makes assignments of Operating Day to specific calendar days. Might want to allow individual journeys to be cancelled. (alterations and additions could be expressed as vehicle journeys) At the service level this gives a very concise expression of what will happen *Schema change:* Medium *Publisher Change:* None or medium
Response actor	PTIC: Prioritise change DfT: Schema change Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	See [U2-#4, #5, #6] Raised in 2007, 2008.02 & 2008.10 List Solution proposed Feb 09: Discussed at PTIC meeting. Roger Slevin (DfT) volunteered to Champion this Issue. May 09: Delivered to PTIC where it was decided that Operators and PTEs should become joint champions with Roger Slevin on this issue. The issue was then accepted for further action (Band B1) Mar 10: Funding for Issue PTIC-034 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue Resolved

Reference number	PTIC-035 v0.4
Submitter/Owner	Name: Roger Slevin Organisation: DfT Email address: dft@slevin.plus.com
Title/Short description	**TXC-2.3-#O9: General School days calendar data**
Issue description	For services that only run in (or out of) termtime, there needs to be a source of dates TXC has a general purpose mechanism for stating the running times of services that vary according to the working days of particular organisations or events – the serviced organisation. There is no reason why updates to the serviced organisations calendar cannot be exchanged independently of the rest of the schedule. Need to have common calendars of school terms and to exchange data It may be helpful however to be able to identify simply which organisations are schools.
Issue manifestation	Uncertainty for RT systems as to which days are school days.
Issue severity	Quality of RT data affected *"We would improve data quality*
Priority code	2 / B2
Response options	Develop a process for collecting and distributing calendar data. Could be a central database. Needs to support late updates. Also add a Serviced Organisation Classification to help clarify the nature of an organisation as a school, etc *Schema change*: Small *Publisher Change*: Small
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	See [U2-#7] Raised in 2007, 2008.02 & 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Roger Slevin (DfT) volunteered to Champion this Issue. May 09: Julie Williams (Traveline SW) agreed to how data is acquired for this issue. The issue was then delivered to PTIC and accepted for further action. Mar 10: Funding for Issue PTIC-035 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element resolved and incorporated into TransXChange 2.4.** Publisher element still awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-036 v0.3
Submitter/Owner	Name: Organisation: ACIS Email address:
Title/Short description	**Minimum duration time on Layovers**
Issue description	AVL systems may want to be able to specify a minimum time for a layover
Issue manifestation	This is a real-time parameter that isn't currently supported.
Issue severity	Improves real-time data support *"TXC schema does not meet all requirements to express timetables". "We would improve data quality*
Priority code	3 / B1
Response options	Add a minimum wait time - This in effect refines the current ***Duration*** to be a planned duration. *Schema change:* None *Publisher Change:* None/ Small
Response actor	PTIC: Prioritise change DfT: Schema change Suppliers: Optionally Augment RT tools
Respondent code	Transport Direct
Issue progress	Feb 09: Discussed at PTIC meeting. Issue to be held by Mark Cartwright (Centaur/RTIG) until another Champion is identified. ACIS were identified as a potentially suitable Champion. May 09: Issue delivered to PTIC and was accepted for further action (Band B1) Mar 10: Funding for the schema change required for Issue PTIC-036 approved as part of the Transport Direct-sponsored TransXChange Enhancements package April 10: Issue revisited by PTIC. It was agreed that the publisher change connected to this issue was not of significant enough importance to be resolved at present. Oct 10: **Schema element of issue resolved and incorporated into TransXChange 2.4.** Publisher element still awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-037 v0.4
Submitter/Owner	Name: John Pryer Organisation: Omnibus Email address: john.pryer@omnibus.uk.com
Title/Short description	**TXC-2.3-#O11: Add Duty Crew code to positioning links**
Issue description	AVL systems may want to be able to specify a duty crew code on positioning links.
Issue manifestation	This is a real-time parameter that isn't currently supported.
Issue severity	Improves real-time data support. *"TXC schema does not meet all requirements to express timetables". "We have to find dodgy workarounds" "We improve data quality*
Priority code	3 / B1
Response options	This should also allow for variants as per #O1. Would it help to also allow a default ***DutyCrewCode*** that applies to all links? *Schema change:* Small *Publisher Change:* None
Response actor	PTIC: Prioritise change DfT: Schema change Suppliers: Optionally Augment RT tools
Respondent code	Transport Direct
Issue progress	Raised in 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. John Pryer (Omnibus) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B1) Mar 10: Funding for schema change associated with PTIC-037 approved as part of the Transport Direct-sponsored TransXChange Enhancements package April 10: Issue revisited by PTIC so discuss possible resolution of the publisher change associated with this issue. It was agreed that this publisher change was not a significant enough concern to be resolved at present. Oct 10: **Schema element of issue resolved as part of TransXChange 2.4.** Publisher element still awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-038 v0.4
Submitter/Owner	Name: Mark Fell Organisation: Trapeze Email address: mark.fell@trapezegroup.co.uk
Title/Short description	**TXC-2.3-#M1: Tendered and Commercial flags**
Issue description	Several AIM PTE and RTPI customers need identifiers in the data to distinguish journeys operated either on a commercial, tendered or mixed basis. Some customers have indicated that they would like to be able to specify this down to the timing link level. Journeys that are operated on a mixed basis can then be flagged at the service level as to whether they are tendered or commercial.
Issue manifestation	Operators cannot currently mark which legs are tendered and which are commercial. This would be useful to represent.
Issue severity	"*TXC schema does not meet all requirements to express timetables". "*
Priority code	TBD
Response options	The current registration holds some classification attributes at the registration (i.e. whole service level), viz (i) whether the service is contracted, part contracted or not contracted (Registration/ ContractedService) and (ii) whether it has a subsidy (Registration/ SubsidyDetails) It would be straightforward to add further properties to represent the commercial status. As with other properties, probably want at the ***Service***, ***JourneyPattern*** and ***VehicleJourney*** level. *Impact* *Schema change*: Yes, Small *Publisher Change:* Yes Small or none
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct
Issue progress	See [U1-#2.4] Raised in 2007, 2008.02 & 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Mark Fell (Trapeze) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band A) Mar 10: Funding for schema change associated with Issue PTIC-038 approved as part of the Transport Direct-sponsored TransXChange Enhancements package April 10: Issue revisited by PTIC to discuss publisher change associated with issue 038. It was agreed that this change was not a significant enough concern for any immediate action to be taken. Oct 10: **Schema element of issue resolved and incorporated into TransXChange 2.4.** Publisher element of issue still awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-039 v0.4
Submitter/Owner	Name: Mark Fell Organisation: Trapeze Email address: mark.fell@trapezegroup.co.uk
Title/Short description	**TXC-2.3-#M2: Journey Interchanges**
Issue description	There currently is no simple way within TransXChange to reference connecting journeys or lines when they appear within another TXC document file (or indeed in traveline/TD terms, other data providers' files). Currently in order to describe a planned interchange, the other journey needs to be declared in the document in some detail.
Issue manifestation	Using TXC to exchange interchanging journey is difficult & cumbersome. Connecting Journeys currently have to be declared in the same document in at least a skeleton form; it would be better to also allow external references. As noted by Trapeze, technically the main issue to be resolved is the reference system to use to identify the other journey. It would be logical to identify journeys within Operator code. This would leave it up to operators to ensure vehicle identifiers were unique within operator code – at least for externally referenced journeys. A version frame is also needed to ensure the right version of the externally referenced journey is referenced. To ensure that the reference is unique, operator codes need to be nationally unique.
Issue severity	Important function to support properly *"TXC schema does not meet all requirements to express timetables". "We have to do more work than we would like" "We have to find dodgy workarounds"*
Priority code	2 / B2
Response options	A simple approach, consistent with the way NaPTAN stops may be externally or internally referenced in a TXC document at present, would be to introduce a ***ConnectingVehicleJourneyRef*** which declares references to externally defined journeys for use in the document. *Schema effort:* Medium *Publisher effort:* Medium
Response actor	PTIC: Prioritise change DfT: Schema change Publisher: enhancement Suppliers: Optionally Augment tools
Respondent code	Transport Direct

Issue progress	See [U1], See [U2-#20] Raised in 2007, 2008.02 & 2008.10 List Detailed solution proposed Feb 09: Discussed at PTIC meeting. Mark Fell (Trapeze) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band B2) Mar 10: Funding for Issue PTIC-039 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: **Schema element of issue resolved and incorporated into TransXChange 2.4.** Publisher element still awaiting resolution
Status code	Issue Subject to Revision

Reference number	PTIC-040 v 0.3
Submitter/Owner	*Name: Nick Knowles* *Organisation: Kizoom* *Email address:*
Title/Short description	**TXC-2.3-#M3: Displacement *January2ndScotland* Holiday**
Issue description	***January2nd*** is not currently a Displacement holiday type.
Issue manifestation	***January2nd*** cannot be treated like other TXC fixed date holidays for which displacement is allowed. This is really an oversight and but requires a schema change to fix.
Issue severity	Affects Scottish services *"TXC schema does not meet all requirements to express timetables*". *"We improve data quality*
Priority code	1 / A
Response options	Add ***January2ndScotland*** to ***DisplacementHolidays*** Ensure Note processing handles the extra holiday. *Value Should be added* *Schema effort:* Small *Publisher effort:* Small
Response actor	DfT: Schema change Publisher: enhancement Suppliers: Add support for Scottish users
Respondent code	Transport Direct
Issue progress	Raised in 2008.10 List. Feb 09: Discussed at PTIC meeting. There is currently no Champion for this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band A) Mar 10: Funding for Issue PTIC-040 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue Resolved

Reference number	PTIC-041 v0.4 (Formerly TXC-2.3-#M4)
Submitter/Owner	*Name:* *Organisation:* GTFS users *Email address:*
Title/Short description	**Parameterized Route Colours**
Issue description	At the moment, the colours used for routes or lines cannot be specified. It would be useful to be able to associate colours with lines. These could be used by the Publisher and other tools.. Would increase capability for multi-route maps (and GTFS compatibility).
Issue manifestation	Operators often have colours associated with routes. Including theses in TXC would a allow more automated generation of information.
Issue severity	*"TXC schema does not meet all requirements to express timetables". "We have to find dodgy workarounds"*
Priority code	3 / A
Response options	Add optional colour elements to ***Colour & TextColour*** to ***Route, Line*** and ***VehicleJourney*** elements**.** Add support to pick up requested colours The Route colour will be used by the publisher d on all links of the route. The value will be a hex colour value. *Schema effort:* Small *Publisher effort:* Small
Response actor	*PTIC: Approve* DfT: Schema change Suppliers: Optionally Augment tools
Respondent code	Transport Direct
Issue progress	Raised 2008.10 List. From GTS Detailed implementation proposal available. Feb 09: Discussed at PTIC meeting. Mark Cartwright (Centaur Consulting/RTIG) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band A) Mar 10: Funding for Issue PTIC-041 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Apr 10: Issue revisited by PTIC to discuss publisher change associated with issue 041. It was agreed that this change was not a significant enough concern for any immediate action to be taken. Oct 10: Sc**hema element of issue resolved and incorporated into TransXChange 2.4.** Publisher element of issue still awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-042 v 0.4
Submitter/Owner	*Name:* *Organisation:* RTIG See [U2-#16, #24] *Email address:*
Title/Short description	**Support Marketing Name**
Issue description	Some operators may want to have a marketing name for a service on real time displays that is different from the line name, operator name or similar.
Issue manifestation	Only a single marketing name can be used, so RTPI needs are not met.
Issue severity	*"TXC schema does not meet all requirements to express timetables". "We have to find dodgy workarounds"*
Priority code	3 / A
Response options	Add a separate Add a ***MarketingName*** to the Service as part of the ServiceInfoGroup *Schema effort:* Small *Publisher effort:* None or add to particulars
Response actor	PTIC: Prioritise DfT: Schema change Suppliers: Optionally Augment tools
Respondent code	Transport Direct
Issue progress	See [U2-#16, #24] Raised in 2008.02 & 2008.10 List. Detailed implementation proposal available. Feb 09: Discussed at PTIC meeting. Mark Cartwright (Centaur Consulting/RTIG) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action (Band A) Mar 10: Funding for the schema element of Issue PTIC-042 approved as part of the Transport Direct-sponsored TransXChange Enhancements package July 10: Publisher element of issue revisited by PTIC. It was agreed that as insufficient funding was available that this issue be parked for the time being. Oct 10: Sc**hema element of issue resolved and incorporated into TransXChange 2.4.** Publisher element of issue awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-043 v0.1
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#T1: Extension Points in TXC schema for User defined Extensions**
Issue description	It is useful for some suppliers to be able to add private schema extensions without waiting for a new release of TXC.
Issue manifestation	At present suppliers wishing to build on TXC must wait for the process to add a new feature.
Issue severity	Enables informal development of TXC enhancements *"We have to find dodgy workarounds". "We save long term support costs"*
Priority code	TBD
Response options	Add schema elements as below: *Schema Change:* Yes, Small *Publisher Change:* none
Response actor	PTIC : Prioritise Publisher: enhancement Suppliers: Use when wanted
Respondent code	Kizoom
Issue progress	Raised in 2008.02 & 2008.10 List Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue delivered to PTIC, where concerns were raised as to how the issue could be applied where different versions of TransXChange exist. The issue was therefore rejected.
Status code	Rejected

Reference number	PTIC-044 v0.4
Submitter/Owner	Name: Mark Cartwright (holder) Organisation: Centaur Consulting/RTIG Email address: mark.cartwright@centaurconsulting.co.uk;
Title/Short description	**TXC-2.3-#T2: Additional Change Management Support**
Issue description	Some NaPTAN & TXC Business processes could be made more efficient with improved tool support for change management. To detect those elements which have changed in an updated version of a document. To exchange only the data which has changed (Delta) – saving time and processing effort. See also discussion of workflow attributes.
Issue manifestation	It can be hard to detect which element has been changed in a large timetable. Large amounts of data may need to be exchanged to convey a small change.
Issue severity	NaPTAN & TXC already have the ability to mark fine grained changes. Rules to enable delta support are lacking, and tools that tack advantage of the detailed tracking are lacking. One would need to decided in what circumstances will it be useful to exchange deltas and in what circumstances will it not. *"We have to do more work than we would like" "We save long term support costs" "We improve data quality*
Priority code	3 / C
Response options	**Supporting Fine grained change management/Change detection**: As part of the 2.1 changes, a systematic set of attributes were added to all primary NaPTAN & TXC entities to hold creation date, modification date etc. To ensure consistency these are defined by a standard attribute group which is then referenced on all the elements. Thus it is already possible to mark and track elements. This means that fine grained change management is already possible (provided the elements are populated correctly buy output tools). We could enhance the publisher to flag elements that have change date after a specified date. This can be done efficiently i.e. Without a value by value comparison, using existing mechanisms. *Schema Change:* None *Publisher Change:* Yes, Medium (optional) '**Delta' support:** the ability to exchange just the differences. Only very small changes are needed in the TXC schema to enable 'delta' support – namely to indicate whether the data in any given element is complete or a delta. Most of the requirement is to clarify the processes for importing and reconciling changes - not a technical issue for TXC schema. Examples are needed. *Schema Change:* Yes *Publisher Change:* None) A separate tool could be created to split deltas after a certain date or to consolidate a base file and its deltas into a single publishable file
Response actor	*PTIC Prioritise* Publisher: enhancement
Respondent code	Transport Direct

Issue progress	Feb 09: Discussed at PTIC meeting. Issue to be held by Mark Cartwright (Centaur/ RTIG) until another Champion is identified. May 09: Allocated release Band C but not delivered to PTIC. Still awaiting Champion Dec 09: Issue delivered to PTIC. Paul Hart elected as Champion. Issue accepted for further action. Mar 10: Funding for Issue PTIC-0 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Apr 10: Issue revisited by PTIC to discuss publisher change associated with issue 044. It was agreed that this change was not a significant enough concern for any immediate action to be taken. Oct 10: **Schema element of issue resolved and incorporated into TransXChange 2.4.** Publisher element awaiting resolution.
Status code	Issue Subject to Revision

Reference number	PTIC-045 v0.3
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#T3: DNF metadata attribute to enable persistent references**
Issue description	Other data layers and applications in the UK may wish to reference TXC entities using a unique persistent identifier.
Issue manifestation	At present there is no standard way of referencing TXC entities from other schemas and applications,
Issue severity	This is a simple enabling feature that "helps meet wider policy objectives and increases the reusability of TXC data. *"We save long term support costs" "We improve data quality*
Priority code	3 / B3
Response options	The OS has created a Digital National Framework Infrastructure DNF which provides a common reference context for projecting geospatial related information models. By registering NaPTAN & TXC within this framework it becomes possible to establish UK wide (and indeed global) unique references to TXC and NaPTAN elements from OS and other products, facilitating projection between information model layers for many different purposes. The DNF prefix identifies the provider of data. To formally tie TXC into this framework we should explain how to formally register suppliers of TXC, NaPTAN and NPTG data so that their DNF prefixes can then be used to reference PT elements from other systems. A qualifier element for the DNF attribute of references to elements in other information systems (notably TOIDS) in TXC tracks could also be added. A small amount of work is needed to document how this works and update examples *Schema Change: Yes,* Small *Publisher Change:* None
Response actor	DfT: agree method, minor schema and documentation change.
Respondent code	Transport Direct
Issue progress	Raised in 2008.02 & 2008.10 List Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action Mar 10: Funding for Issue PTIC-045 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Funding for Issue Approved

Reference number	PTIC-046 v0.3
Submitter/Owner	Name: Nick Knowles Organisation: Kizoom Email address: nick_knowles@kizoom.com
Title/Short description	**TXC-2.3-#T4: Remove Chameleon Namespace Usage from TXC Schema**
Issue description	A technical change to revise the internal name spaces used by TXC in orderto improve the reusability of TXC schema - and increase its future proofing.
Issue manifestation	Because of limitations in earlier versions of XML support by Microsoft and certain other toolmakers, the TXC schema currently uses a single namespace for NaPTAN elements, even though it embeds packages that come notionally from another namespace (NaPTAN), instead of more correctly using separate namespaces for the sub-packages. This "chameleon" technique (originally done only as a pragmatic compromise because of XML tool limitations) is considered undesirable by XML experts as it can lead to certain types of obscure ambiguity, and because it makes it harder to implement applications that share separate models derived from the same package. Tool support has very significantly improved since 2002 and the schema could be corrected. The change to qualify the elements with a namespace id would be propagated automatically in 2.2 documents in a similar way to the version id. Tool builders wishing to use the 2.2 schema will simply rebind.
Issue severity	This is an improvement in best practice which simplifies implementations in the long term it is relatively easy to do as part of schema upgrade but is not worth doing by itself. *"We save long term support costs"*
Priority code	3 / B2
Response options	It is quite important technically to address this in order to future proof TXC. It requires. Keep a separate namespace for TXC at present, but qualify the references to NaPTAN elements with napt: . This is the better solution. *Schema effort:* Small *Publisher effort:* None *Would be done as part of another schema change.*
Response actor	DfT: Schema change
Respondent code	Nick Knowles

Issue progress	Raised in 2008.02 & 2008.10 List Feb 09: Discussed at PTIC meeting. Nick Knowles (Kizoom) volunteered to Champion this Issue. May 09: Issue delivered to PTIC and accepted for further action Mar 10: NaPTAN & Transxchange schemas have been reorganised in 2.4 and restructured internally to improve reusability, to segregate common, NaPTAN specific and TXC specific shared elements and to improve long term alignment with NeTEX etc.. However the impact of removing the chameleon usage change was found to be larger than expected and judged to require further consultation before proceeding. Although TXC documents would be semantically identical, documents would lost strict backwards compatibility because NaPTAN elements that are reused in TXC (such as the stop declarations and stop areas) . would require a prefix, e.g. <napt:StopPoint> instead of <StopPoint>. Thus all the tags in certain sections of a TXC document would need amending. This also makes it harder to test as existing documents need to be transformed , rather than just having their version number changed. Thus we will proceed as follows: Create a 2.4 release that preserves the current chameleon usage If desired after consultation , create a separate 3.0 release that changes just the namespace If done the change would involve the following: Make it a full 3.0 release to indicate data rather than strictly compatibility The change should be a distinct step with no other changes. This separates out other functional differences and facilitates regression testing. Be accompanied by a conversion tool that would reformat schemas in the new format. This could be done for example with a simple xlst transform. Be accompanied by a namespace change to highlight the change eg transxchange.org.uk/ should become transxchange,org,uk/txc
Status code	Issue Subject to Revision

Reference number	PTIC-047 v0.1
Submitter/Owner	*Name:* John Prince *Organisation:* Yorkshire Traveline c/o South Yorks PTE *Email address:* John.Prince@sypte.co.uk
Title/Short description	Incorporate a Preferred Interchange rating of stops in NaPTAN
Issue description	There is a need to influence more directly the choice of interchange points (i.e. stops) when more than one stop can be used without altering the other measures of journey plan such as journey length, arrival time or number of changes. For example where the first leg of a journey travels along a road inbound that the second leg travels along outbound there might be several stops that the passenger could alight from the first and board the second without altering the start or finish time of the journey. If one of the stops is an attended, well lit bus station we would like to advise the passenger to change there in preference to any other of the options. In the AIM user group of 27 September 2005 a simple rating of 1-9 (1 poor, 9 good) of the stop was preferred to any more complicated solution, for instance involving the counting or rating of infrastructure or DDA aspects such as lighting, seating, toilet, phone line or attendant. There is no field on NaPTAN to accommodate such a rating, neither defined nor spare. NaPTAN should be enhanced to include a field.
Issue manifestation	See below.
Issue severity	This is repeatedly requested and might have liability connotations if a passenger was advised to change at a clearly unsafe location and suffered as a result when there were other options.
Priority code	TBD
Response options	Do nothing and run the risk; there are no known instances of LAs being sued as a result of not having it. Roger Slevin proposed the rating used in MDV of 1-99 with an initial default of 50, the rating to be determined optionally by sophisticated assessment of risk factors. He also observed that this rating should be available for stop areas and inherited by individual stops.
Response actor	Nick Knowles to amend NaPTAN and circulate journey planner suppliers regarding new data and how it should be used
Respondent code	Nick Knowles
Issue progress	April 09: John Prince raised issue for discussion at PTIC meeting. May 09: Issue was delivered to PTIC with views being raised that NaPTAN would be the wrong place for this issue with TransXChange suggested as an alternative. As a result the issue was rejected

Status code	Rejected

Reference number	PTIC-048 v.0.4 (Formerly PTIC-026 v.0.01 (Formerly TXC-2.3-#P8)
Submitter/Owner	*Name:* *Organisation:* Stagecoach *Email address:*
Title/Short description	**Presentation of Service codes**
Issue description	Include relationship of Line numbers to service code on route maps to improve their content.
Issue manifestation	The Service Codes on route maps are different from the Line Numbers on the particulars and matrix. The Publisher can produce two separate pdf files. The first contains several pages of "header" particulars and the timetable matrix. On page 2, the service detail shows the ***ServiceCode***, the O-Licence and Registration Number, and underneath a box showing the public-facing service ***Line*** number(s) used by the trips on the registration ("Publicly known as"). These are set by the operator and are of importance to downstream users in associating a trip to its public-facing service number where there are multiple Lines in a Service. The second pdf, the Route Map, has a two-line where the number shown is the ***ServiceCode*** – not the public-facing Line numbers. Although in many cases the ***ServiceCode*** will coincide with the public-facing Line number, it does not always and it's potentially confusing to a downstream-user. It would be helpful to include an extra line in the header of the map, showing the "Publicly known as" detail of the other pdf.
Issue severity	*Makes maps less confusing*
Priority code	2 / A
Response options	Include relationship of Line numbers to service code on route maps. *Schema change:* None *Publisher Change:* Small
Response actor	PTIC: Prioritise Publisher: enhancement
Respondent code	Transport Direct
Issue progress	Raised in 2009.02 List May 09: Issue was delivered at the meeting and was accepted for further action (Band A) Mar 10: Funding for Issue PTIC-048 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-049 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Simple Accessibility of Stops /Naptan
Issue description	NaPTAN stop data & TXC Journey data does not currently provide information about accessibility for users that would allow journey planners to provide routings optimised for disabled travellers and travellers with other needs. The full scope of accessibility data is potentially quite large, as shown by IFOPT. There are many different types of accessibility condition and many different types of equipment potentially relevant to support the full gamut of accessibility needs. Furthermore the relevance of such data to a journey planner may involve a complex set of considerations – some paths and some platforms within a station may be accessible, others may not, and this may be different at different times of day. However a simplified subset of the model could still provide very useful function, in particular addressing the core needs of the most affected category, wheelchair users. This could give function equivalent for example, to that of TfL, which identifies the stations at which wheelchair users can access the underground without steps. TfL also provides journey planning for some basic user needs (wheelchair, lift free access etc). This proposal would add support for basic wheelchair accessibility to NaPTAN and TXC.
Issue manifestation	Journey planners and real-time systems cannot make accessibility optimised routing or give accessibility information about stops.
Issue severity	Severe for disabled users,
Priority code	2 / C2

Response options	Add basic support to NaPTAN & TXC based on a subset of the IFOPT accessibility conditions. This would allow data to be collected systematically for use in journey planning. **NaPTAN** Add summary flagging of **StopPoints** and **StopAreas** with the four categories of Limitation. *Wheelchair Access* | *Step-Free Access* | *A Lift-Free Access* | *Escalator-Free Access*: Add ***RampEquipment*** & Lift Equipment element to NaPTAN j***ourneys*** that would allow journeys to be marked as lowFloor or Ramp **TXC** Add a ***VehicleEquipment*** element to TransXChange ***VehicleJourneys*** that would allow journeys to be marked as lowFloor or Ramp **JourneyWeb**? Add an accessibility element to query and accessibility information to results For a given stop point, an accessibility rating would need to be given that could be used to apply to the whole stop (e.g. rail station, tube station etc). This could be further defined with ratings at the entrance and platform level.
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support. Would need further upgrade to NaPTAN database.
Respondent code	Transport Direct
Issue progress	Issue submitted 2009.05.11 A more extensive approach is discussed in *See also PTIC-051, 052, 053* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. Mar 10: Funding for Issue PTIC-049 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics April 10: Issue revisited by PTIC. It was agreed that this be discussed further following the Olympics.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-050 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Accessibility of navigation paths /Naptan +
Issue description	NaPTAN stop data currently treats stations and stops as a collection of points (entrances, platforms, bays, gates main concourse, etc). It doesn't record information about the connectivity of the points, for example which points are reachable from other points, and whether there are any accessibility constraints. For example, whether a platform can be reached by a lift, ramp etc or not. IFOPT adds support for an accessibility model. That can be applied both to points and to access paths within interchanges. By including information on path links, data can be used both to provide journey planners with detailed accessibility information about individual routes (including number of steps etc) and to provide detailed in station navigation. Collecting detailed accessibility data should be regarded as a large long term task that needs to be done incrementally. By putting in place a standard suppliers and users can undertake the long term investment needed.
Issue manifestation	Journey planners and real-time systems cannot make accessibility optimised routing or give detailed step by step guidance through interchanges. Note that different degrees of sophistication are possible in the use of accessibility data
Issue severity	Severe for disabled users,
Priority code	3 / C2

Response options	In order to record accessibility paths one needs a path model and an accessibility model. Both of these can be taken from IFOPT. The aim will be to add access path link support by building on the existing NaPTAN data set, i.e. the ability to collect data about the paths within an interchange between entrances, platforms etc. **NAPTAN** Either By Adding an ***Access Path Link*** element to NaPTAN based on the IFOPT element this would allow detailed paths to be recorded Or By providing an option to exchange NaPTAN data in **IFOPT** format that would include support for access path links. Specifically this would be populated with ***Access Path Link, Stop Path Link*** and ***AccessibilityLimitation*** data elements. **JourneyWeb** Add an accessibility element to query and enhance to have accessibility information on resulting Journey Legs.
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support. Would also require support in data capture tools to collect and in journey planners to use.
Respondent code	Transport Direct
Issue progress	Issue submitted 2009.05.11 *See also PTIC-049, 051, 052, 053* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. Mar 10: Funding for Issue PTIC-050 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics April 10: Issue revisited by PTIC. It was agreed that this be discussed further following the Olympics.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-051 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Accessibility of services /TXC
Issue description	At present there is no standard way of exchanging data about the availability of accessibility features on services. Accessibility requires that not only the stops & stations but also the vehicles themselves be appropriately enabled for passengers with accessibility needs. In order to support journey planning for accessibility users, the timetable needs to be tagged with the accessibility of vehicle journeys.
Issue manifestation	Journey planners and real-time systems cannot make accessibility optimised routing without this information.
Issue severity	Severe for disabled users,
Priority code	2 / C2
Response options	Add support so that the full accessibility of services can be stated **TXC** either By Adding an ***ActualVehicleEquipment*** element to TXC based on the IFOPT element. This would allow detailed facilities (e.g. low floor, disabled lavatories etc)) to be recorded. It would be supported at both the Service, Journey Pattern and the Vehicle Journey Level or (or both) By providing an option to exchange TXC data in **NeTEx** format that would include support for accessibility equipment **JourneyWeb** Add an accessibility element to query, and also enhance response to have accessibility information on resulting Journey Legs.
Response actor	DfT addition to national standards base. Suppliers to provide tool support. Would also require support in data capture tools to collect and in journey planners to use.
Respondent code	Mark Cartwright

Issue progress	Needs PTIC review to further validate relevant equipment elements. Issue submitted 2009.05.11 *See also PTIC-049, 050, 052* **The SIRI-FM service can be used to provide real-time updates to Service accessibility data** September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. July 10: Issue discussed by PTIC. It was agreed that the issue would be revisited once the current work on IFOPT and NeTEx had been completed.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-052 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Real-time accessibility / SIRI-FM
Issue description	For travellers dependent on specific accessibility facilities, for example wheelchair users requiring use of lifts at a station, or use of a low floor bus, real-time information about unavailability of facilities may be critical. At present there is no standard way to exchange the real-time status of equipment data. The new SIRI-FM service addresses this need by allowing real-time services to exchange data about availability
Issue manifestation	Disabled users may encounter unexpected problems in making their journey. Real-time Journey planners and real-time systems cannot make accessibility optimised routing without this information.
Issue severity	Severe for disabled users,
Priority code	2 / C2
Response options	The prerequisite for this capability is to have a baseline model of the static accessibility features of stops and vehicles, as discussed in PTIC-049, 050, 051. The SIRI-FM service could then be used an available standard to exchange changes to the status.
Response actor	DfT addition to national standards base.
Respondent code	Transport Direct
Issue progress	Issue submitted 2009.05.11 *See also PTIC-049, 050, 051* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. Mar 10: Funding for Issue PTIC-052 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics April 10: Issue revisited by PTIC. It was agreed that this be discussed further following the Olympics.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-053 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Parking availability / IFOPT/ NaPTAN
Issue description	The availability of parking facilities and the relation of them to the point of access to public transport can be an important consideration for travellers making mixed mode journeys. This is especially the case for disabled users. The cost of parking may also be relevant. Large interchanges such as big stations or airports may offer a number of alternatives with different time/distances and monetary costs associated with them. Real-time considerations – for example that car parks will be full are also relevant. The UTMC Car Park data object provides a means of exchanging information about the capacity and road access of a car park. The UTMC model identifies car parks, but does not cover their layout or relation to the transport facility.
Issue manifestation	Parking data is not readily available to journey planners with the attributes relevant for journey planning.
Issue severity	Severe for disabled users. Important for encouraging PT use, e.g. through park and drive.
Priority code	3 / C2
Response options	The objective would be to provide a basic model of Car Parks in relation to Stations, Airports etc that could be used both in journey planning, and to relate UTMC data to NaPTAN and journey information. either By providing an option to exchange NaPTAN data in **IFOPT** format that would include support for car park elements (*Preferred option).* Or By Adding Parking, ***Access ParkingArea etc*** elements to NaPTAN based on the IFOPT element this would allow detailed paths to be recorded.
Response actor	
Respondent code	Mark Cartwright
Issue progress	Issue submitted 2009.05.11 September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. July 10: Issue discussed by PTIC. It was agreed that the issue would be revisited once the current work on IFOPT and NeTEx had been completed.

Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-054 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Connection links & Physical Paths through an Interchange /NaPTAN
Issue description	There is no means currently to exchange data for fine grained journey planning in interchanges. NaPTAN stop data currently treats stations and stops as a collection of points (entrances, platforms, bays, gates main concourse, etc). It doesn't record information about the connectivity of the points, for example which points are reachable from other points, and the timings needed (nor whether there are any accessibility constraints). For example, the difference between walking across a platform and walking from one end to another of a large interchange can be very large. IFOPT adds support for a path model. This can be used both to provide journey planners with detailed navigation information about individual routes and to provide detailed in station navigation, for example schematic maps. The path information model makes it possible to electronically provide schematic visualisations of an interchange which can be used to navigate it before or during a journey. Paths should be seen as a prerequisite that enables accessibility navigation (PTIC-050), Transit Times and boarding Positions (PTIC-058). Collecting detailed path and connection data should be regarded as a large long term task that needs to be done incrementally. By putting in place a standard suppliers and users can undertake the long term investment needed.
Issue manifestation	Journey planners and real-time systems cannot make fully optimised routing that takes into account connection paths, or give detailed step by step guidance through interchanges.
Issue severity	This should be seen as a prerequisite that enables accessibility navigation (PTIC-050), Transit Times and boarding Positions (PTIC-058).
Priority code	3 / C2

Response options	In order to record connection links and access paths links one needs a path model. Both of these can be taken from Transmodel/IFOPT. The aim will be to add access path link support by building on the existing NaPTAN data set, i.e. the ability to collect data about the paths within an interchange between entrances, platforms etc. **NAPTAN** either By providing an option to exchange NaPTAN data in **IFOPT** format. This would include support for access path links. Specifically this would be populated with ***Access Path Link, Stop Path Link*** and ***Connection Link*** data elements. or By adding a ***Connection Link*** and ***Access Path Link*** elements to NaPTAN based on the IFOPT element this would allow detailed paths to be recorded **TXC** Just as one can supply stop data in a TXC timetable, It should be possible to supply additional or override connection information in a specific timetable. To do this one either Includes it with NaPTAN as in (a) above. Includes it with IFOPT as in (b) above - By providing an option to exchange TXC data in **NeTEx** format that would include support for connection link information. ***JourneyWeb*** Add an accessibility element to query and enhance to have accessibility information on resulting Journey Legs.
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support. Would also require support in data capture tools to collect and in journey planners to use.
Respondent code	Mark Cartwright
Issue progress	Issue submitted 2009.05.11 *See also PTIC-049, 051, 052, 053* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. Mar 10: Funding for Issue PTIC-054 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics April 10: Issue revisited by PTIC. It was agreed that this be discussed further following the Olympics.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-055 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Transit Times & Check Points in Interchanges
Issue description	There is no means currently to exchange interchange transit time data for fine grained journey planning in interchanges. NaPTAN stop data currently treats stations and stops as a collection of points (entrances, platforms, bays, gates main concourse, etc). It doesn't record information about how long to get between points, and whether there are processes (e.g. ticket purchase, check-in, security) that may add to the journey time. Note that these times may vary at different times of day. IFOPT adds support for the exchange of transit times and the nature and expected time penalties of "Checkpoints' – features or processes in an interchange that may have variable length delays associated with them. This can be used both to provide journey planners with detailed navigation information about individual routes and to provide detailed in station navigation. Transit Times require the existence of a Path Link Model (PTIC-054). Collecting detailed path and connection data should be regarded as a large long term task that needs to be done incrementally. By putting in place a standard suppliers and users can undertake the long term investment needed.
Issue manifestation	Journey planners and real-time systems cannot make fully optimised routing that takes into account connection paths, or give detailed step by step guidance through interchanges.
Issue severity	
Priority code	3 / C2

Response options	In order to record connection links and access paths links one needs a path model. Both of these can be taken from Transmodel/IFOPT. The aim will be to add access path link support by building on the existing NaPTAN data set, i.e. the ability to collect data about the paths within an interchange between entrances, platforms etc. **NAPTAN** either By providing an option to exchange NaPTAN data in **IFOPT** format. This would include support for Transit Times and Checkpoints. or By adding a ***Connection Link*** and ***Access Path Link*** elements to NaPTAN based on the IFOPT element, along with Transit Times and Checkpoints. This would allow detailed paths to be recorded. **TXC** Just as one can supply stop data in a TXC timetable, It should be possible to supply additional or override transit time information in a specific timetable. To do this one either: Includes it with NaPTAN as in (a) above. or Includes it with IFOPT as in (b) above - By providing an option to exchange TXC data in **NeTEx** format that would include support for connection link information. ***JourneyWeb*** Include transit information on resulting Journey Legs. (and use it in computations)
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support. Would also require support in data capture tools to collect and in journey planners to use.
Respondent code	Transport Direct
Issue progress	Issue submitted 2009.05.11 *See also PTIC-049, 051, 052, 053* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. Mar 10: Funding for Issue PTIC-055 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics+ July 10: Issue discussed by PTIC. It was agreed that the issue would be revisited once the current work on IFOPT and NeTEx had been completed.

Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-056 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Station Equipment & Facilities /
Issue description	There is no means currently to exchange Station and Stop equipment and facility data in a standard format. Such information is useful both for passengers seeking particular facilities (toilets, assistance, lost property etc) and for some aspects of fine grained journey planning in interchanges (for example to locate ticket on demand machines to collect a ticket). **Stop Place equipment** includes availability of services ticketing, lavatories, waiting rooms, buffets. **Accessibility equipment** data can be seen as a specialised subset of **equipment** data. It can be use for locating Lifts, escalators etc, voice announcements etc. Facilities may be either **physical** (a waiting room, nappy changing room etc) or a **local service** (e.g. porterage, valet parking. There may be availability conditions (e.g. office hours only) associated with some facilities The Equipment model enables the facilities management model PTIC052 Collecting detailed facility data should be regarded as a large long term task that needs to be done incrementally. By putting in place a standard suppliers and users can undertake the long term investment needed.
Issue manifestation	The provision and exchange passenger information about facilities is not standardised. This make sit hard to make it available in electronic formats, searchable etc.
Issue severity	This should be seen as a prerequisite that enables accessibility navigation (PTIC-050), Transit Times and boarding Positions (PTIC-058).
Priority code	3 / C2

Response options	In order to record equipment one needs an equipment model and a means to associate it with location within Stop Place elements. An equipment model can be taken from Transmodel/ IFOPT. Either NaPTAN or IFOPT can be used fro the stop place model – the latter allows one to associate equipment (e.g. lifts, stairs, guide tracks, etc) with the access path links as well as entrances and platforms. The aim will be to add equipment support by building on the existing NaPTAN data set, i.e. the ability to collect data about the equipment within an interchange in halls, at entrances, on platforms etc. **NAPTAN** either By providing an option to exchange NaPTAN data in **IFOPT** format. . Specifically this would be populated with ***Equipment*** and ***Local Service*** data elements. or By adding Equipment and ***Local Service*** elements to NaPTAN based on the IFOPT elements. These would be associated with individual NaPTAN elements. **TXC** Just as one can supply stop data in a TXC timetable, It should be possible to supply additional or override transit time information in a specific timetable. To do this one either Includes it with NaPTAN as in (a) above. Includes it with IFOPT as in (b) above - By providing an option to exchange TXC data in **NeTEx** format that would include support for facility data. ***JourneyWeb*** Add an accessibility element to query and enhance to have accessibility information on resulting Journey Legs.
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support. Would also require support in data capture tools to collect and in journey planners to use. NRE has a proprietary XML format service for exchanging information about UK rail station services. This could be used to populate rail station data . Network rail also has a database of facilities at main stations.
Respondent code	Transport Direct

Issue progress	Issue submitted 2009.05.11 *See also PTIC-049, 051, 052, 053* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. Mar 10: Funding for Issue PTIC-056 approved as part of the Transport Direct-sponsored accessible transport project for the 2012 Olympics April 10: Issue revisited by PTIC. It was agreed that this be discussed further following the Olympics.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-057 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Stopping positions/ Bay allocation etc
Issue description	Real-time operations using AVL systems may involve the management of vehicles to use particular bays or tracks and to stop at particular places within them. This is in order to makes services available to passengers at their designated platforms and to align the vehicle doors to the required boarding positions. To support a uniform model, the IFOPT Stop Place model includes support for designated vehicle stopping positions within an interchange.
Issue manifestation	The provision and exchange of information about stopping points is not standardised. This makes it more expensive to set up AVL systems.
Issue severity	
Priority code	4 / C2
Response options	In order to record stopping positions, one needs a position model and a means to associate it with locations within a Stop Place. By providing an option to exchange NaPTAN data in **IFOPT** format. . Specifically this would be populated with Vehicle Stopping Place ***Stopping position*** data elements.
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support.
Respondent code	Mark Cartwright
Issue progress	Issue submitted 2009.05.11 September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed by the group that no action was immediately required.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-058 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Platforms & Boarding Positions (IFOPT/TXC)
Issue description	For some interchanges, such as large stations, ferries with multiple gangways, underground lines with protective doors, trains that split, etc, the boarding position within a platform / quay is relevant as well as the platform/ quay itself. The current NaPTAN mode supports platforms, but does not does not support “Boarding positions. The current TXC model does not specify platforms at which a service will normally arrive, even though these are often fairly constant. IFOPT sets out a more detailed model for Stop Places that allows Boarding positions to be described. The IFOPT model also allows the logical levels of an interchange to be described
Issue manifestation	Information on boarding positions can easily be provided to guide users.
Issue severity	
Priority code	2 / C2

Response options	NaPTAN support for Boarding positions requires a refinement of the NaPTAN Stop model to include them as a new type of located entity As for other changes this could be done **NAPTAN** either By providing an option to exchange NaPTAN data in **IFOPT** format. This would include support for ***Boarding Positions***. or By adding a ***Boarding Positions*** elements to NaPTAN based on the IFOPT element,. A ***Level*** element could also be added. **TXC** It should be possible to supply Platform information in a specific timetable. To do this one either: Add it to TXC as part of the Stop Usage. Or Providing an option to exchange TXC data in **NeTEx** format that would include support for platform information. ***JourneyWeb*** To make available to down stream systems, one use would be Include Boarding Positions information on resulting Journey Legs where relevant
Response actor	DfT addition to national standards base. PTEs to collect data. Suppliers to provide tool support. Would also require support in data capture tools to collect and in journey planners to use.
Respondent code	Mark Cartwright
Issue progress	Issue submitted 2009.05.11 September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that no further action was required on this issue at present, and was still subject to revision.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-059 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Point of interest entrance points
Issue description	Users often seek specific Points of interest as the destination or origin for their journey. Where the POI is large, such as a museum, park, stadium, or public building, the detailed journey plan for the access leg may need to be aware of the location of the actual entrance or entrances to the POI. At the moment there is no standard way to exchange these access points and their accessibility constraints. Providing a means to systematically collect and exchange data, including accessibility routes, would facilitate the provision of fine grained journey planning. It might be possible to collect such data using the open source community. Entrance points may be subject to availability conditions – for example certain entrances may not be available at certain types.
Issue manifestation	Without knowledge of the entrances, journey planners will typically have to use a building centroid based on the post code or other map feature data. This does not necessarily lead the user it the actual building the user is trying to reach. For large POI with multiple stops Journey planners may give suboptimal results,
Issue severity	
Priority code	3 / C2
Response options	In order to record entrance points, one needs a POI model with Entrances. The IFOPT model includes a POI model with entrances.
Response actor	DfT addition to national standards base. . Suppliers to provide tool support. Investigate additional crowd sourcing options.
Respondent code	4 / C2

Issue progress	Issue submitted 2009.05.11 *See also PTIC-060* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that no further action was required on this issue at present, and was still subject to revision.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-060 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	Point of interest names & locations & classifications
Issue description	Users often seek specific Points of interest as the destination or origin for their journey. They may seek the POI by name (e.g. Wembley stadium) or by type (e.g. Police station, swimming pool), or both. The categories typically fall into hierarchies. They may be tourists or visitors for whom these usability is greater if categories are given in their own language To enable this, POI need to be captured and by systematically assigned to relevant categories. Typically knowledge of sites available as POI destinations is best understood by local bodies. Although such bodies will often have an interest collecting and distributing data to encourage visitors and use of public transport, there is currently no ready means of doings so
Issue manifestation	At the moment there is no standard way to exchange POI data and no standard set of data categories for POIs. Providing a means to systematically collect and exchange data, including accessibility routes, would facilitate the provision of fine grained journey planning.
Issue severity	
Priority code	3 / C2
Response options	In order to exchange POI data , one needs an POI model that The IFOPT model includes a POI model with a classification model that can support multiple alternative hierarchies. It can also specify opening times. The model is designed for distributed data collection. It would be logical for the Transport Direct to provide a definitive central set of categories and recommended hierarchy which could be periodically updated. This could be distributed by FTP or as a simple download link.
Response actor	DfT addition to national standards base.
Respondent code	4 / C2

Issue progress	Issue submitted 2009.05.11 *See also PTIC-059* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that no further action was required on this issue at present, and was still subject to revision.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-061 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	NeTEx Alignment: Stops /Routes : Esp. Network
Issue description	Many different PT information applications rely on the use of Stop and route data to provide an underlying context – for example, timetables, fares and real-time operations. There is not currently a standard multimodal XML exchange format for describing routes and networks (The TXC route model is primarily for supporting bus routes). The NeTEx is aiming to provide such a model. Based on Transmodel. The basic NeTEx model will include a route and network model and build on the IFOPT stop model, and be designed also to support a Fare model. The network infrastructure model will include road, rail and wire elements as well as network constraints. The UK stop model NAPTAN while also Transmodel based, is a precursor to IFOPT and lacks some of IFOPT's capabilities. (and is not a CEN model).
Issue manifestation	
Issue severity	PT models are complex intricate affairs that represent a significant investment in documentation, tools and data. In the long term, alignment with a European standard should give significant benefits of scale and functionality.
Priority code	2 / C2
Response options	There are different degrees of alignment that can be attempted. For example (a) Adding additional features to TXC/NaPTAN to provide equivalent functionality (e.g. multimodal support) for desired features. Providing a converter to convert TXC/NaPTAN data to or from NeTEx. And using an augmented NeTEX model that contains the new features Moving entirely to a NeTEx based representation.
Response actor	DfT addition to national standards base.
Respondent code	Mark Cartwright

Issue progress	Issue submitted 2009.05.11 *See also PTIC-062, 063, 064, 065* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that this issue was more of a position as opposed to an issue. No further action required on this at present.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-062 v0.3
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	NeTEx Journey Part/ Journey Coupling for Trains
Issue description	The Transmodel conceptual model includes support for some of the additional complications found in train journeys. These include the coupling of and uncoupling of journeys to represent trans that join or split for part of their route, both for timetables (so that particular parts of the train can be related to specific journeys) and for the physical train elements and carriages. TransXChange was developed primarily for buses and does not currently implement the full Transmodel representation. NeTEx will support all train aspects sufficient to represent the UIC data in XML The current UK standard is ATCO.CIF which does includes a journey split and coupling mechanism for timetable elements, but is csv based.
Issue manifestation	TXC cannot support all aspects of rain journeys
Issue severity	
Priority code	2 / C2
Response options	The NeTEx Timetable model will support all modes, trains including trains using the UIC format) and includes . **TXC** One could either add coupling support either By adding additional elements to TXC based on the NeTEx element. This would allow coupled journeys to be represented. or By providing an option to exchange TXC data in **NeTEx** format that would include support for coupled journeys equipment
Response actor	
Respondent code	Mark Cartwright

Issue progress	Issue submitted 2009.05.11 *See also PTIC-061, 063, 064, 065* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: April 10: Issue revisited by PTIC. It was agreed, as no rail colleagues were present at this meeting that no further action could be taken, and was still subject to revision. July 10: Issue revisited by PTIC. It was agreed that as there was no funding source available to resolve this issue, that this be revisited once a funding source had been identified.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-063 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	NeTEx Alignment Of Schedules - Esp. Rail Coverage
Issue description	There has not previously been a “Euro TransXChange”, that is, a CEN XML representation of Transmodel as a concrete exchange format for timetables. . Increased convergence, the need for a UIC XML format and EU ITS policy is changing this position. The The main purpose of NeTEx is to introduce such an exchange format for timetables. This requires a Stop & route model (See PTIC -061) The question this raises for the UK is the degree of harmonisation desirable The NeTeX model will include support for rail (UIC data) so that full rail timetables can be represented. It will be multimodal and designed to integrate with the fare and route models. The model will need to include all the standard rail facility (sleepers, buffets, etc) and availability conditions found in rail timetables.
Issue manifestation	
Issue severity	
Priority code	3/ C2
Response options	In principle TXC data could be exchanged in NeTEX format, with some extensions to cover UK specific aspects.
Response actor	
Respondent code	Mark Cartwright
Issue progress	Issue submitted 2009.05.11 *See also PTIC-061, 062, 064, 065* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that no further action was required on this issue at present, and was still subject to revision.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-064 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	NeTEx alignment of AVL/ operational data
Issue description	The NeTEx model is intended to be a full "back-office" representation that may include data elements such as journey patterns, timing links, and other underlying information that is not visible to the passenger, but is essential for preparing schedules and provisioning AVL & operational systems. TransXChange has many of these elements, but there may be useful additions from the NeTEx work. TransXChange makes a number of simplifying assumptions (for example that Timing Link always connect stop points, without way points) that could be given a more general treatment in advanced AVL systems.
Issue manifestation	Advanced AVL and operational systems may need data elements that are in NeTEx
Issue severity	
Priority code	4 / C2
Response options	Until the NeTEX model is articulated the judgement cannot be made as to whether it offers useful enhancements. (Though simple use of a CEN standard **TXC** One could either add coupling support either By adding additional elements to TXC based on the NeTEx element. This would allow additional AVL and operational data to be represented. or By providing an option to exchange TXC data in **NeTEx** format that would include support for additional AVL and operational data
Response actor	*RTIG members*
Respondent code	Mark Cartwright

Issue progress	Issue submitted 2009.05.11 *See also PTIC-061, 062, 063, 064* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that as this issue was part of NeTEx Phase 3 that this issue was revisited once this was underway.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-065 v0.2
Submitter/Owner	Name: Standards Team Organisation: Centaur Consulting Email address: mark.cartwright@centaurconsulting.co.uk
Title/Short description	NeTEx alignment of basic fares Uk position for 2010
Issue description	Passengers are interested in understanding the cost as well as the time aspects of their journeys. There is currently not a standard model for exchanging fare data (and in particular bus fare data) and making it available to journey planners.
Issue manifestation	Fare information is not generally provided by journey planners
Issue severity	The increased use of electronic cards makes it harder for users to relate journeys to costs. Improved information models could be used in compensation with on-line and personal journey planners to compensate for this.
Priority code	2 / C2
Response options	Electronic ticketing is being adopted which enables increasing sophisticated fare collection and yield models. This presents challenges to be able to relate fares to users when planning their journeys The 2006 Fare Exchange study outlined a Transmodel based model to represent Fares and identified a basic level support that would cover a useful proportion of UK usage. The NeTEx project is proposing to add a basic fare model based on Transmodel . There are in effect two main layers to this – a Tariff zone model (zones could be individual stops or groups of stops) and the sets of fairs associated with the zones. This model will be build over the IFOPT stop model Options are thus – either To provide a rendering of NAPTAN data in IFOPT so that the NeTEx Fare model can be used in conjunction with NaPTAN stop Data Or To add a similar fare model build directly over NAPTAN stops
Response actor	DfT addition to national standards base.
Respondent code	Mark Cartwright

Issue progress	Issue submitted 2009.05.11 *See also PTIC-061, 062, 063, 064* September 09: IFOPT/NeTEX Enhancements delivered to PTIC. As an appropriate funding mechanism for these enhancements was not in place, no formal position was taken on these issues. April 10: Issue revisited by PTIC. It was agreed that as this issue was part of NeTEx Phase 3 that this issue was revisited once this was underway.
Status code	Issue Subject to Revision

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-066 v0.4
Submitter/Owner	Name: Chris Gibbard Organisation: DfT Transport Direct Email address: chris.gibbard@dft.gsi.gov.uk
Title/Short description	Stop sequence for particulars
Issue description	Some PTEs/LAs receiving bus registrations under EBSR have said that they find it difficult to understand the streets taken by the service, particularly when there are many route variations. These PTEs/ LAs have asked for a street list equivalent to that included in the paper registration. Although the ideal position would be for all PTEs/ LAs to import the TXC file into their own database for perusal, some organisations are not yet ready for this, so are dependant on the TXC Publisher outputs.
Issue manifestation	The TXC Publisher presents a list of stops included in the file, but this is given in stop number order, so is not helpful for determining a long or complex service. Without importing the TXC file into an appropriate tool, it is not easy to reconcile the pdf version of the route timetable and pdf version of the route map, in order to be certain of the stop order used by the service.
Issue severity	In some cases the bus operator has provided the PTE/ LA with an additional textual description of the route, but this is not mandatory, involves additional manual work for the operator, and could lead to inconsistency with the electronic record. The affected PTEs/ LAs have claimed that this situation presents them difficulty in performing their legal obligations.
Priority code	3 / B3
Response options	The stop list in the particulars could be rendered in an order that helps the reader understand the route taken. The timetable already presents stops in calling point order, so it should be possible to apply the same ordering to the full stop list in the particulars. Although this doesn't necessarily give the names of the streets followed, it does give sufficient detail in the stop description to understand the route. Note that this is a more basic solution than the related issue PTIC-004 concerning rendering the street names themselves in a list.
Response actor	An initial technical appraisal by Nick Knowles has suggested that this change would be straightforward.
Respondent code	Transport Direct
Issue progress	Issue raised April 2009 May 09: Issue delivered to PTIC and was accepted for further action (Band B3) Mar 10: Funding for Issue PTIC-066 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-067 v0.3
Submitter/Owner	Name: Roger Slevin (TSE) Organisation: Email address: ? roger@travelinesoutheast.org.uk]
Title/Short description	**Use of & in TXC Service codes**
Issue description	TXC service codes are current constrained to be of type NMTOKEN - alphanumeric without spaces. In practice codes are found with & in them.
Issue manifestation	This has become a problem with NPTDR data – which generally is being converted from CIF. There are several areas of the country where the files generated in TXC from the CIF are invalid because they contain characters which do not match the NMTOKEN constraint..
Issue severity	Severe
Priority code	Important / 1
Response options	Revise type in version of the TXC schema to be normalizedString .
Response actor	Kizoom,
Respondent code	Transport Direct
Issue progress	Implemented in July 2009 Sept 09: Issue submitted to PTIC by Roger Slevin. Dec 09: Issue delivered to PTIC. Roger Slevin volunteered to Champion. Issue accepted for further action Mar 10: Funding for Issue PTIC-067 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-068 v0.1
Submitter/Owner	Name: VOSA Organisation: Email address: ?
Title/Short description	**TXC support for Bedford & Chester changes**
Issue description	On 1st April, Bedfordshire (020) split into Bedford (020) and Central Bedfordshire (029). At the same time Cheshire (060) was split into Cheshire East (060) and Cheshire West And Chester (061) The stops tables were split in NaPTAN in readiness for this in February, which at that point didn't appear to affect EBSR. In July it was realised that TXC change was needed to support this.
Issue manifestation	EBSR submissions could not be correctly processed
Issue severity	Severe
Priority code	Closed
Response options	Add new values to future version of the TXC schema and remove the old values. Normally schema changes would only be added to a new version of the schema Because the changes only affect the validated attributes and not the data model, and because the change was urgent, it was decide to retrofit the change . ie add the new values to the schema and modify the publisher to use this. This allowed suppliers to support with minimal effort – but required them to be aware of and use the slightly modified schema. The deprecated values will be dropped in the next schema version so that any document at the level only has the new values . The publisher will continue to work on old versions of the schema using the old values
Response actor	Kizoom, Atos,
Respondent code	Roger Slevin
Issue progress	Implemented in July 2009 Noted that process change to give timely notice of changes needed in future. Sept 09: Issue submitted by Roger Slevin to PTIC. Dec 09: Issue delivered to PTIC. It was agreed that this issue had already been resolved. The issue is now closed.
Status code	Closed

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-069 v0.3
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Correct use of “New Stops required” question in TXC
Issue description	In StopsRequirements there is an element element for NewStops. This appears on page 2of the pdf as Further Information. This is the equivalent of Question 15 on the PSV350 form: Are Any New Stops Required? In TXC, any news tops are subsequently declared in full under Routes/ Stopping Points/ Stops Defined In This Document. This seems unnecessary duplication (if stops are locally declared in full, the answer to the question must be “yes”) but even if it is required there is some uncertainty in how it should be completed. The only mention in the schema guide is that a stop reference is required for a new stop. However one expert feels that the annotated stop details are needed for each stop which are then declared in full below, and that the scope of the question should be widened to include re-activated stops. Examples on the TXC website show a mix of some stops with annotated details and others purely with an AtcoCode.
Issue manifestation	TXC files contain an unnecessary duplication and may be submitted with incomplete or conflicting stop information.
Issue severity	Causes unnecessary additional data processing, checking and delay.
Priority code	Nice to have
Response options	The purpose of Question 15 is so that local authorities and the police are aware that an operator is requesting a new stop. None of the guidance from VOSA defines which part of the local authority has to be notified; in practice this is usually the Public Transport section rather Highways. For a stop to be locally-declared within TXC it needs an AtcoCode, and this is usually generated within the same area of the local authority as that receiving the registration. If a stop is locally declared within TXC then the local authority must therefore be aware of the operator’s intentions. The “New Stops Required” question is not needed, as the legal obligation is fulfilled by the local stop declaration(s). If it is felt that the question is required, then we suggest that a simple yes or no will suffice; failing that the AtcoCode on its own. There is no need to re-activate a stop, as one in NaPTAN but shown as DEL cannot be classed as a completely new stop, which is the intention of Q.15
Response actor	TD

Respondent code	Transport Direct
Issue progress	Sept 09: Issue submitted to PTIC by Martyn Lewis. Dec 09: Issue delivered to PTIC. Martyn Lewis volunteered to Champion. Issue accepted for further action. Mar 10: Funding for Issue PTIC-069 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-070 v0.3
Submitter/Owner	Name: Martyn Lewis Organisation: Stagecoach Email address: martyn.lewis@stagecoachbus.com
Title/Short description	Duplicated Supporting Document locations in TXC
Issue description	There are two areas where supporting documents are defined in the schema: as Registration Supporting Documents (para 6.5.8.7, p 137) and as TransXChange Supporting Documents (para 6.10.1, p 184).
Issue manifestation	Files are attached but do not appear in rendered documents.
Issue severity	Significant information may be overlooked as it is not referenced by the Publisher.
Priority code	Nice to have
Response options	The reason for having two locations for specifying supporting documents is not clear. It is easy to create an attachment reference in the wrong element which the Publisher then ignores. It is suggested that one location only is required.
Response actor	TD
Respondent code	Transport Direct
Issue progress	Sept 09: Issue submitted to PTIC by Martyn Lewis Dec 09: Issue delivered to PTIC. Martyn Lewis volunteered to champion this issue. It was agreed by PTIC that further discussions were required before this could be taken forward. Roger Slevin and Nick Knowles to investigate. Therefore: Issue is subject to revision Mar 10: Funding for Issue PTIC-070 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-071 v0.3
Submitter/Owner	Name: Julie Williams Organisation: National traveline Email address: Julie.wiliams@travelinesw.com/stonerpj@mytraveline.info
Title/Short description	National Term Codes Database
Issue description	TXC 2.1 files from Operators typically include a native code for a period of operation of a trip/timetable/service, but not a set of dates for that code. By term we mean a limited period of operation, which could be for a serviced organisation or event. TXC 2.1 does include the facility to include term dates but many Operators have no business requirement to hold these dates locally, and so currently do not.
Issue manifestation	Journey planners and other systems that need to know when a particular trip/ timetable/service is operational in order to display the correct information on a given date are currently unable to use most TXC 2.1 files in isolation for this purpose and so the dates are created separately for each term. Traveline South West (and other traveline regions) therefore set the term date values against each code for use in their own systems and by downstream third party systems such as Transport Direct, RTI systems, and accessibility modelling applications.
Issue severity	Adding term dates, largely at a local level, is messy and can create duplication in the term code used, the serviced organisation name, and the dates set for that term. Inaccuracy can be introduced as a result of this, and different term dates can be set for the same serviced organisation or event, for example by two neighbouring Local Authorities.
Priority code	Important
Response options	Operators could be encouraged to include term dates in their TXC 2.1 records, but in order for these to be consistent across Operating companies, a national database would need to be in place. Determining term dates can be time consuming and if they have been determined once, there would be no need for duplication of effort across organisations in determining the required date.
Response actor	DfT/ traveline
Respondent code	Transport Direct

Issue progress	Local Authorities in the South West region provide term codes and dates to traveline South West. We have been able to extract these dates at a regional level with a simple SQL query. This has provided us with the basis for a regional serviced organisation/term codes database, although it needs refinement. Once duplicates and inconsistencies have been eliminated from this regional dataset, it can be updated regionally and provided back to the organisations that supply us with data for use in their data build. If necessary such a query could be run on all Trapeze traveline regions datasets as they are constructed in the same way. This also applies to the merged regions dataset that Trapeze has created for Transport Direct. It is likely that a similar query could be written for non-Trapeze traveline regions, although consultation with them has not yet taken place. An alternative might be to collate exports for term dates from local scheduling systems where they are included. A national database of schools has been identified by DfT and initial inspection of this shows that organisations already have a code used by DfE, which might usefully be the national code, or basis for such. Sept 09: Issue submitted to PTIC by Julie Williams Dec 09: Issue delivered to PTIC. Julie Williams volunteered to champion this issue. It was agreed that this issue be accepted for further action. Mar 10 – Funding for PTIC-071 approved as part of Transport Direct National Codes Project April 10: Issue revisited by PTIC. Transport Direct reported that Traveline were taking this forward.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-072 v0.3
Submitter/Owner	Name: Julie Williams/Peter Stoner Organisation: National traveline (Traveline Review Group – Martyn Lewis(Stagecoach), Chris Gibbard (DfT) , Julie Williams (TLSW), Peter Stoner (traveline), Steven Salmon (CPT)) Email address: Julie.wiliams@travelinesw.com/stonerpj@mytraveline.info
Title/Short description	National Public Transport Database
Issue description	There is not currently a regularly updated national public transport dataset. An organisation wishing to have access to such a dataset currently has to approach each traveline region/country individually. Although a National Public Transport Data Repository already exists, it's only created once a year, and is made available approximately three months after the data has been sent from traveline regions/local authorities; this makes it unusable for journey planning and other date critical applications.
Issue manifestation	Google, Navtec, National Rail Enquiries, and Tesco have all recently requested a national traveline dataset for use in their own journey planner services or for creation of publicity relating to PT services (Tesco) at their sites. This currently requires such organisations contacting all traveline regions/countries individually and setting up data license agreements and supply arrangements with each. This is inelegant and time consuming.
Issue severity	As technology and the way our customers want to access our information moves forward, we are currently unable to respond in a timely and efficient way.
Priority code	Important

Response options	A national traveline working group has been established to investigate the technical feasibility for the creation of a national dataset. This group is made up of traveline customers of each of the three regional journey planner suppliers and includes Andy Hole (SW), Simon Day (NE), Stuart Reynolds (SE), and Roger Slevin (SE). At its first meeting the working group was quickly able to establish that a national dataset was technically feasible, and to put forward some proposals for how it might be achieved. In brief this was for each region's data to be accessible through a single web interface. Users would be able to download all or part of a regional dataset or dataset as required. For example, this could be by ATCO code, by region, or by country. There is recognition that for such a national dataset to be useable it would be desirable to create a national operator database, a bank holidays database, and a term codes database. The need for inclusion of data for Wales, Scotland, rail, NCSD could usefully be included in the final proposal for the dataset. The traveline Review Group is creating a draft data license agreement that will be circulated to all traveline regions/countries for full consultation. Concerns that regions/countries have voiced in the past in relation to the use of their data by third parties will be taken into account in this agreement.
Response actor	DfT/traveline
Respondent code	Transport Direct
Issue progress	Covered at 'response options' above Sept 09: Issue submitted to PTIC by Julie Williams. Dec 09: Issue delivered to PTIC. Julie Williams volunteered to Champion this issue. Issue accepted for further action Mar 10 – Funding for PTIC-072 approved as part of Transport Direct National Codes Project April 10: Issue revisited by PTIC. Transport Direct reported that Traveline were taking this forward. Sept 2011:
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-073 v0.3
Submitter/Owner	Name: Nick Fitzpatrick Organisation: ATOS Origin Email address: nick.fitzpatrick@atosorigin.com
Title/Short description	Phrasing of frequency text within TransXChange publisher
Issue description	The phrasing of text when providing frequency information within the TransXChange publisher is not always appropriate. For example, when "Frequency by Headway" is specified as every 30mins, the wording in the PDF output contains "*about* every 30 minutes".
Issue manifestation	In TXC, users have the option to describe a service as "Frequency by Headway", e.g. every 30 mins. When this is rendered in the Publisher, the wording shown is "then about every 30 minutes until". The word "about" is unacceptable in a registration but appears to be hard-coded within the Publisher - it doesn't appear anywhere in the xml file and there is no way we can control its appearance in the pdf.
Issue severity	*A brief description of the significance of the issue, from "we have to do more work than we would like" through "we have to find dodgy workarounds" to "we cannot perform our legal obligations"*
Priority code	Nice to have
Response options	*A description of possible responses to resolve the issue, together with an overview of the impact of each* *If there is an obvious or preferred response, this should be stated*
Response actor	*Who would be best placed to deliver the response – especially, whether it is a matter for DfT to undertake technical development of national standards, or for another party to develop procedural or operational guidance*
Respondent code	Transport Direct

Issue progress	Nov 2009: Issue submitted by Nick Fitzpatrick (ATOS Global) for PTIC consideration. Dec 09: Issue delivered to PTIC. Nick Fitzpatrick nominated as Champion. It was agreed that discussions needed to be had between Roger Slevin and VOSA before this issue could be taken forward. Therefore issue is subject to revision. Mar 10: Following consultation with Phil Jowitt's colleagues at VOSA and Stagecoach, it was agreed that the removal of the word "about" from the publisher would be acceptable. Mar 10: Funding for Issue PTIC-073 approved as part of the Transport Direct-sponsored TransXChange Enhancements package Oct 10: Issue resolved and incorporated intoTransXChange 2.4.
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-074 v0.3
Submitter/Owner	Name: Roger Slevin Organisation: Dft Email address: roger@slevinplus.com
Title/Short description	New Authorities are needed for Norwich & Exeter City
Issue description	The TXC schema has an enumerated list of the allowed values for authority names. New values need to be added. Old values need to remain so that older documents can still be published As well as these specific new values there is an ongoing problem as Government reorganisations lead to occasional changes to the administrative areas. Because these are currently validated this requires a schema change and a publisher change every time. New values should not be used before they are current and old values should not be used after they are deprecated.
Issue manifestation	EBSR documents cannot be correctly exported for new areas without a change. Data errors might arise from old values being used after they are deprecated
Issue severity	Severe
Priority code	[ALLOCATED BY PTIC SECRETARY]

Response options	Interim Fix in 2.4 Add Norwich & Exeter City to validated list in 2.4 Add a new Unverified Administrative area that can be used for new values in the interim. This allows validation to be retained for established values. Make the authority list a separate xsd package so it can be updated more readily in future without affecting other parts. Possible extended solution for future consideration A fuller solution would be to distribute the area list as a separately distributable component, including start and end dates, and to have the TXC publisher to be capable of importing the list and applying it as a dynamic validation. It would generate a severe error for areas used before or after their validity date. This larger change was considered out of scope for the 2.4 changes but could be added to the publisher in future.
Response actor	*Add interim fix to 2.4 schema*
Respondent code	[ALLOCATED BY PTIC SECRETARY]
Issue progress	March 2010: Issue raised by Roger Slevin, Interim fix Added to TXC schema and documentation as part of 2.4 changes Further change for consideration by PTIC April 2010: Issue delivered at April PTIC meeting. It was agreed that this issue was to be incorporated into the TransXChange 2.4a upgrade Oct 10: Issue resolved and incorporated into TransXChange 2.4.
Status code	Funding for Issue Approved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-075 v0.3
Submitter/Owner	Name: Roger Slevin Organisation: Dft Email address: roger@slevinplus.com
Title/Short description	Minor changes to BNPTG schemas NaPTAN may need to support Northern Ireland stops
Issue description	Additional regions for northern Ireland may be added just as data. However as a small change to the schema is needed in the . Additional country code values are needed (a) For Northern Ireland (b) For Eirie (for connecting stops) (c) for GB versus UK. Also update the NPTG discovery schema to (a) allow a Calll centres to be shared across multiple regions (b) To allow additional types of web application to be marked
Issue manifestation	Cannot distinguish Irish stops.
Issue severity	Cannot support Irish data properly without
Priority code	[ALLOCATED BY PTIC SECRETARY]
Response options	There is already a value of NorthernIreland. Add two values to the NPTG country Enumeration Eire – For Southern Ireland connection stops GB – To allow a distinction to be made between UK and Northern Ireland if necessary.
Response actor	*Add to 2.4 schema*
Respondent code	[ALLOCATED BY PTIC SECRETARY]
Issue progress	November 2004: Issue raised by Roger Slevin, Chris Gibbard Added to schema as part of 2.4 changes April 2010: Issue delivered at April PTIC meeting. It was agreed that this issue was to be incorporated into the TransXChange 2.4 upgrade Oct 10: Issue resolved and incorporated into TransXChange 2.4
Status code	Issue Resolved

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-076 v0.2
Submitter/Owner	Name: Mike Ness Organisation: Email address: mike.ness@dsl.pipex.com
Title/Short description	Changes to ATCO numbers in NaPTAN
Issue description	Local government reorganisations create new local transport authorities which require the renumbering of NaPTAN stops to reflect the new LTAs. At present there is no way within NaPTAN (except using notes field) to relate the old and new numbers for an otherwise unchanged stop.
Issue manifestation	The last set of LTA changes (Bedfordshire and Cheshire) had hierarchical numbering systems so it was possible to relate old and new numbers without too much difficulty. Other areas without a hierarchical system will require lookup tables to relate old and new numbers. The abandonment of reorganisation in Norwich and Exeter (neither of which used hierarchical numbering) postpones a problem that will occur again.
Issue severity	Potentially severe
Priority code	TBD
Response options	Add a field to NaPTAN populated with the previous number for the stop (where there has been renumbering) or empty for unchanged stops. This would allow for construction of renumbering tables by users of NaPTAN just using information in a NaPTAN download. If this is not possible the note field should contain a standardised previous number message such as 'Previously 1230ABCDEFGH' so that it can be parsed to find the previous number. Ideally the old stop record should also have the new number added so that renumbering tables can be easily constructed for both directions.
Response actor	TBD
Respondent code	TBD
Issue progress	July 10: Issue submitted to PTIC by Mike Ness. The group agreed that this issue should be further investigated and that an appropriate proforma be drawn up for delivery to PTIC. Nov 10: Issue discussed by PTIC and accepted for further action
Status code	Accepted for Further Action

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-076 v0.2
Submitter/Owner	Name: Mike Ness Organisation: Email address: mike.ness@dsl.pipex.com
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Issue severity	Potentially severe
Priority code	TBD
Response options	Add a field to NaPTAN populated with the previous number for the stop (where there has been renumbering) or empty for unchanged stops. This would allow for construction of renumbering tables by users of NaPTAN just using information in a NaPTAN download. If this is not possible the note field should contain a standardised previous number message such as 'Previously 1230ABCDEFGH' so that it can be parsed to find the previous number. Ideally the old stop record should also have the new number added so that renumbering tables can be easily constructed for both directions.
Response actor	TBD
Respondent code	TBD
Issue progress	July 10: Issue submitted to PTIC by Mike Ness. The group agreed that this issue should be further investigated and that an appropriate proforma be drawn up for delivery to PTIC. Nov 10: Issue discussed by PTIC and accepted for further action
Status code	Accepted for Further Action

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-078 v0.1
Submitter/Owner	*Name:* *Organisation:* Transport Direct Standards Team *Email address:*
Title/Short description	Inclusion of lifts and cable cars in NaPTAN
Issue description	Introduction of stop types within NaPTAN for lifts and cable cars.
Issue manifestation	As part of infrastructure development plans for the 2012 Olympic Games in London, there are proposed plans for the construction of a cable car network so spectators and athletes could access certain Olympic venues within London. During work being carried out by Transport Direct focussed on increasing accessibility information into an Olympic Games Journey Planner, it was determined that there was a requirement for stop types to allow lifts and cable cars to be described as public transport. These will not be ignored in Thales import export for now.
Issue severity	*A brief description of the significance of the issue, from "we have to do more work than we would like" through "we have to find dodgy workarounds" to "we cannot perform our legal obligations"*
Priority code	

Response options	Extra NaPTAN stop types to follow same pattern as rail, metro etc. Stop types include: LCB – liftOrCableCarAccessArea LSE – liftOrCableCareStationEntrance LPL – liftOrCableCarPlatform And one extra stop area: GLCB – Lift or Cablecar station A NaPTAN set down point has also been added: SDA - carSetDownPickUpArea
Response actor	Nick Knowles
Respondent code	TBD
Issue progress	Nov 10: Issue raised during discussions as part of Transport Direct Accessibility project Feb 11: Issue delivered. Information contained in GTFS and being included as part of JourneyWeb 2.4. The group agreed to close this issue.
Status code	Issue Closed

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-079 v0.1
Submitter/Owner	Name: Chas Allen Organisation: Stagecoach Email address: chas.allen@stagecoachbus.com
Title/Short description	Change to time formatting of Midnight
Issue description	Inconsistency with time formatting of Midnight between TransXChange Schema and normal calendar day
Issue manifestation	The calendar day is normally taken as from 00:01 to 24:00, but the schema appears to be using 00:00 to 23:59. Consequently any journey timed at Midnight at any timepoint along its route is showing as “00:00”, whether the time is absolute (ie the start time of the journey) or calculated (ie the journey starts earlier and an intermediate time of Midnight is calculated from its start time and the cumulative stop-to-stop times). This is causing problems for some downstream users.
Issue severity	Workaround is to alter the timetable to show 23:59 or 00:01, or to amend the outputs in downstream systems but either requires some intervention and is undesirable.
Priority code	TBD
Response options	The WWW.W3 standard allows values of 0 to 24 for the hour in dateTime, and specifies that if the value of 24 is used then minutes and seconds must be “00”.
Response actor	DfT/ TD: National standard needs amending to correct this.
Respondent code	TBD
Issue progress	Nov 10: Issue submitted by Chas Allen for PTIC consideration Feb 11: TransXChange unable to accept 24:00 as a valid time. Could only be used at the bus arrived at their final stop at exactly midnight, otherwise the following day would need to be used. The group agreed to reject this issue.
Status code	Issue Rejected

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-080 v0.1
Submitter/Owner	Name: Kieran Holmes Organisation: TTR Email address: kieran.holmes@ttr-ltd.com
Title/Short description	Inconsistent display of stop names in publisher
Issue description	Stop names are not displayed in a consistent fashion in the different parts of the EBSR Publisher
Issue manifestation	There is a lack of consistency in the format of the display of stop names. In the data, Stops are described by a combination of CommonName, Indicator, Locality In the NaPTAN listing in the particulars, however, this is represented as Indicator, CommonName, Locality In the timetable the stop name becomes Locality, CommonName, Indicator In the list of stops on the map the descriptions consist of CommonName, Indicator and Street (the Street field is not included in the data normally found in the TXC file, but is returned from the NaPTAN web service)
Issue severity	TBD
Priority code	TBD
Response options	Seek to standardise the format of the display of stop names throughout the Publisher; as far as is practical.
Response actor	TBD
Respondent code	TBD
Issue progress	Feb 2011: Issue submitted by Kieran Holmes for PTIC consideration at its February meeting. Feb 11: Issue delivered. Work currently being undertaken to resolve this issue. The group agreed to close the issue.
Status code	Issue Closed

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-081 v 0.1
Submitter/Owner	*Name:* Jonathan Shewell-Cooper *Organisation:* ATOS Origin *Email address:*
Title/Short description	Travel Demand Management Error Message in JourneyWeb v2.4
Issue description	In the development phase of the Travel Demand Management "two pass approach" to journey planning, it has been noted that for one use case there is not an appropriate JourneyWeb error message that can be applied in the Journey Response.
Issue manifestation	For a TravelDemandPlan request, the MDV Journey Planner will perform a two pass algorithm. If the second pass, that applies a Travel Demand Management rule, does not return a journey plan, MDV will return the journey found in the first pass. This approach has been agreed with the ODA. At present, no error message is issued when the second pass fails.
Issue severity	TBD
Priority code	TBD
Response options	When the second pass fails to return a journey, MDV will indicate that a TDM rule was applied but no journey was found. It is proposed that MDV does this in the JourneyResponse by including a Message indicating that there were 'No travel demand plan results'. The JourneyWeb v2.4 Errors Table (below) will then be updated accordingly. This additional message would not cause the returned journeys to be processed differently in any way by the Competitor Journey Planner or Spectator Journey Planner; but it would be visible in the JourneyWeb logs to support issue resolution.

	Class	Sub class	Message	Version
Information	0		0	OK 2.0
		1	OK – No results found	2.0
out of Scope				
		1	Requests too far in the past	2.0
		2	Request too far in the future	2.0
Invalid Request				
Invalid Request Data	3	0	Origin place not recognised or not in region	2.0
		1	Destination place not recognised or not in region	2.0
		2	Via place not recognised or not in region	2.0
		3	Not via place not recognised or not in region	2.0
		4	No places found at (or bad) origin co-ordinate	2.0

		5	No places found at (or bad) destination	co-ordinate	2.0
		6	No places found at (or bad) via co-ordinate	2.0	
		7	No places found at (or bad) not via co-ordinate	2.0	
		8	Service number not unique	2.0	
		9	Operator not recognised	2.0	
		10	Service number not recognised	2.0	
		11	Direction not recognised	2.0	
		12	Private timetable ID not recognised	2.0	
Unsupported Capability					
Data Unavailable	5	1	No track information available for leg	2.4	
		2	No accessibility information available for leg	2.4	
		3	No interchange information available for leg	2.4	
		4	Mapping references not available in requested	format	2.4
General					
		1	General Message – Display in call-centres	2.0	
		2	General Message – Display to users (including	internet users)	2.0
Travel Demand Plan					

Response options (ctd.)	**Impact on CJP:** Currently the CJP looks for message value 0,0 in the Journeyweb *JourneyResponse* message to process the journey normally. If this is not the value then the response will be considered an error; results may be given but should not be considered optimised. For the SJP to make use of the proposed solution the CJP would need to be changed so that the Travel Demand Plan message is treated by CJP in the same way as message value 0,0. Where the CJP receives a JourneyWeb message with a value that is not 0,0 this will be logged by the CJP as an *OperationalEvent.* The two-pass approach will not be used in Transport Direct so the main portal will not be impacted by this issue. However as it shares a common CJP code set with the SJP this will be included in the regression testing before the CJP is released to Transport Direct. **Impact of SJP:** If this message, 10,1, is returned with the journey this will not be shown to the user. For the avoidance of doubt, if the above error message is returned with a journey the intention is for the journey to, in any case, be output to the user - on the basis that a non-TDM journey is better than no journey at all. **Impact of MI Database:** The number of messages not equal to 0,0 from the JourneyWeb JourneyResponse message will be available in the MI database. **Impact on Documentation:** JourneyWeb v2.4 documentation will be updated by DfT to include this amended Errors Table.
Response actor	Nick Knowles
Respondent code	TBD
Issue progress	April 2011: Issue submitted for PTIC consideration June 2011: Issue delivered to PTIC and accepted for further action.
Status code	Accepted for further action

Public Transport Information Coordination Group
Issue Proforma

Reference number	PTIC-082 v0.2
Submitter/Owner	*Name:* Nick Knowles *Organisation:* Trapeze PTI *Email address:* nick.knowles@trapezegroup.co.uk
Title/Short description	TXC Publisher Map Migration
Issue description	The TransXChange map package used by the TXC Publisher is migrating from Multimap to Bing Maps. The new version of the TXC Publisher (2.4_1) This new version works with the Bing map tile set which supersedes the previous MultiMap tile set. The MultiMap service is scheduled to cease operation shortly after the 18 November 2011, after which the Publisher 2.4_1 version must be used if route maps are required. (Earlier versions of the Publisher will still work if Route Maps are omitted).
Issue manifestation	Following the takeover of Multimap by Microsoft's Bing, an update will be required for the TransXChange Publisher to migrate its mapping facility from Multimap to Bing Maps.
Issue severity	
Priority code	TBD
Response options	1. The replacement Bing map service uses a new external URL to access the map tiles so if you access the internet through a restricted access point you may possibly need to change your firewall configuration. Your new configuration should allow all requests from http://*.virtualearth.net For information on publisher configuration see http://www.dft.gov.uk/transxchange/publisher/troubleshooting.htm#WsProperties 2. The Bing maps are on a smaller scale than the MultiMap maps (approx 1:9000 and 1:39000 compared to 1:10,000 and 1: 50,000) so increase the memory requirements for publishing route maps. If you publish large maps you may need to change your Java memory settings for the publisher and/or add physical memory. For information on publisher memory configuration http://www.dft.gov.uk/transxchange/technicalFaq.htm#PubMem
Response actor	TBD
Respondent code	TBD

Issue progress	October 11: Issue raised by Nick Knowles
Status code	Awaiting Delivery

Reference number	PTIC-083 v2.1
Submitter/Owner	*Name:* Stuart Reynolds *Organisation:* IBI Group (on behalf of National Transport Authority, Ireland) *Email address:* sreynolds@ibigroup.com
Title/Short description	Minor alterations to NaPTAN v2.4 to allow use in other countries
Issue description	NaPTAN v2.4 has been adopted as the *de-facto* stop point standard by the Irish Government's National Transport Authority. However, as written NaPTAN is UK-centric and to make it fit Ireland better some minor modifications are now requested. It was felt better to make this an official modification to the standard, rather than try and produce an Irish version of the NaPTAN standard. Modifications are listed in order of priority/need. Grid coordinate systems. When specifying coordinates within Location elements in NaPTAN, the valid enumerations are UKOS and IrishOS. However, the preferred coordinate system, which is better suited to the whole of Ireland, is Irish Transverse Mercator (IRENET95), otherwise known as ITM. We would request that "ITM" is included as a permitted enumeration for GridType, and would be grateful if this modification at least could be incorporated into a minor version at an early date Translation of coordinate systems. Of less importance, we would welcome the Location element being extended so that it might include up to two Grid entries. Thus the Translation element could provide coordinates in both ITM and IrishOS (as well as WGS84) for those systems that require them. To avoid confusion between stops codes, and given the scarcity of available ranges of AtcoPrefixes, we request that some method is provided to allow the country code (standard international two letters) to be declared as part of the stop definition. We envisage either an optional country code prefix on the AtcoCode itself, e.g. "ie:1000ABC05", or perhaps an additional optional element e.g Country (although we realise that this latter method would also require a concomitant change to TransXChange to also allow the country to be declared alongside the stops in, for example, AnnotatedStopRef elements) *Update: June 2013* *NaPTAN v2.5 has been updated to provide solutions to issues 1 & 2.*
Issue manifestation	These items have become apparent as part of the Irish Governments development of stop data to the NaPTAN standard.
Issue severity	Of greatest concern is (1) as the coordinates provided could well be misinterpreted if the wrong coordinate system is specified. (2) and (3) are a much lower priority and, as we are in a development phase, do not cause us any real-world problems currently
Priority code	TBD

Response options	*A description of possible responses to resolve the issue, together with an overview of the impact of each* *If there is an obvious or preferred response, this should be stated*
Response actor	*DfT: Who would be best placed to deliver the response – especially, whether it is a matter for DfT to undertake technical development of national standards, or for another party to develop procedural or operational guidance – complete for issues 1 & 2.* *DfT: to review the adoption of NaPTANv2.5 by the NaPTAN data manager.* *PTIC members to review the updates to NaPTAN to ensure they meet the requirements specified in the issue.*
Respondent code	TBD
Issue progress	Nov 2011: Issue submitted to PTIC and circulated to PTIC members for comment June 2013: NaPTAN v2.5 issued for review to PTIC members containing updates for issue 1 & 2.
Status code	For further consideration at PTIC meeting on 3 July 2013

Reference number	PTIC-084 v0.1
Submitter/Owner	Name: Chris Gibbard Organisation: DfT Email address: chris.gibbard@dft.gsi.gov.uk
Title/Short description	Modifying the NPTG documentation to correctly reflect all changes in Local Authority
Issue description	At present, no specific procedure is being used consistently to update NPTG and TransXChange documentation to correctly reflect all changes that take place within a local authority (such as administration area, name, and so on). The question was therefore raised whether standardising this procedure would be an effective solution to this issue.
Issue manifestation	Relatively recent changes in the names of Greater Manchester and Teesside authorities highlighted the issue, that there was no standard procedure of dealing with any changes within local authorities.
Issue severity	TBD
Priority code	TBD
Response options	*A description of possible responses to resolve the issue, together with an overview of the impact of each* *If there is an obvious or preferred response, this should be stated*
Response actor	*Who would be best placed to deliver the response – especially, whether it is a matter for DfT to undertake technical development of national standards, or for another party to develop procedural or operational guidance*
Respondent code	TBD
Issue progress	*The work done to date to resolve the issue, problems and risks that have arisen, likely time to completion* *Decisions that are required to steer future action*
Status code	Accepted for further action

Reference number	PTIC-085 v2.1
Submitter/Owner	*Name:* Jonathan Shewell-Cooper *Organisation:* Atos (on behalf of DfT) *Email address:* Jonathan.shewell-cooper@atos.net
Title/Short description	Align JourneyWeb element Notice classifications with SIRI-SX message classifications
Issue description	A Notice, like a Note can be attached to a journey leg in a JourneyWeb response to provide travellers with additional information about their journey. Key to a Notice is the ability of add a Severity and a Classification to the message enabling end systems to prioritise multiple messages; and in the case of accessible journeys to highlight information of special relevance to passsengers of reduced mobility. The possible Notice Severities are already derived from TPEG PTI26. It is suggested that the Notice Classifications used by JourneyWeb (shown in the table below) should be aligned with message classifications in SIRI-SX (TPEG PTI27 - Report Type). This approach would create a UK usage set that can be consistently applied across Travelines and other information providers and consumers. The JourneyWeb Notice categories currently are: A SIRI-SX subscription is supported as an output from the MDV ICS system that is used to by TfL and others to create messages that can be attached to services in their journey planner. For the London2012 games both JourneyPlan and Trapeze updated their journey planners to be able to import SIRI-SX message feeds and output the message with a journey to ensure a level of consistent messaging across Traveline systems. Creating a standardisation would reduce the risks to suppliers in making further use of information and real time messages as part of journey plans. *Update: June 2013* In JourneyWeb v2.5 the possible classification of a Notice has been aligned to SIRI-SX. It should also be noted that this standard has also be updated to allow a Notice to be attached to a stop in addition to a journey leg to improve the focus of the information supplied.
Issue manifestation	Users of journey planning output are unable distinguish between messages that are most applicable to them.
Issue severity	This is a nice to have that is currently preventing the output of separate messages that are specific to those planning accessible journeys.
Priority code	TBD
Response options	

Response actor	DfT propose to undertake a technical study to propose relevant updates to JourneyWeb and/or SIRI-SX standards to support this alignment. – Complete DfT propose to engage with Travelines and their suppliers to access the case for implementing this new feature into business as usual travel information. Travelines to review and feedback to DfT on the draft change and to review their capability to support this new feature.
Respondent code	TBD
Issue progress	Mar 2013: Issue submitted to PTIC and circulated to PTIC members for comment. To be discussed at PTIC meeting on 13/04/2013. June 2013 JourneyWeb v2.5 published as draft for review.
Status code	*For further consideration at PTIC meeting on 3 July 2013*

Reference number	PTIC-086 v0.1
Submitter/Owner	*Name:* Jonathan Shewell-Cooper *Organisation:* Atos (on behalf of DfT) *Email address:* Jonathan.shewell-cooper@atos.net
Title/Short description	Incorporate stop level accessibility to NaPTANv2
Issue description	To add accessible journey planning to Transport Direct (and Spectator Journey Planner before that) use has been made of two different levels of stop data. In London TfL maintains “level three path aware” accessibility data in their DIVA database for its stops; whereas for the rest of Great Britain this is largely not available so a capability level two, “stop level accessibility”, dataset was created. The level three data while being documented in the NaPTANv3 proto-standard is not yet available as a national dataset. To define the level two data used in Transport Direct, two approaches have been taken: For National stops – It is assumed that they are not suitable for wheelchairs and there is no assistance available unless it is defined in the IF136 “Transport Direct Accessible Network (TDAN) Stops” dataset. IF136 data defines, for a National Stop, if the stop is suitable for wheelchairs and if there is passenger assistance available at the stop. It also defines the days of the week and times of day the assistance service is available. For Local stops – it is assumed that if a wheelchair accessible service calls at the stop then it is suitable for wheelchairs. Where this is not the case the NaPTAN for the stop is recorded in the IF157 “Stops not suitable” dataset. This data set will be extended to indicate that if a stop is not suitable for all wheelchair journeys is it suitable for just high floor services or just low floor services. This will better represent the difference between these types of service. In addition to this if a station is accessible for wheelchairs but has some entrances that do not have accessible routes from the entrance to all platforms then the NaPTAN for that entrance is recorded in the IF157 “Stops not suitable" dataset. This ensures that, for journey planers that use entrances, the entrance is not used in journey plans for wheelchairs. Both IF157 and IF136 datasets have been supplied to all current Traveline suppliers. Until NaPTANv3 is a fully populated data set then the accessibility data created by Transport Direct could be incorporated into the NaPTANv2 data set. In the short term this can be achieved by making IF136 & IF157 available alongside NaPTANv2 data, providing operators and local authorities a method of verifying their contents. The data sets are currently maintained by the DfT’s Manual Data Service The next step is to incorporate the data from them into the NaPTANv2 schema. Other features of stops that impact the accessibility of the stop for passengers could include - RNIB Wayfinding React scheme, Public Address, Help Points, Departure screens. This could also be captured as Level 2 data.
Issue manifestation	Level 2 stop availability data is not available as part of the NaPTAN dataset so users of NaPTAN data are unable to incorporate this measure of stop accessibility into their systems.

Issue severity	This is an issue of moderate severity.
Priority code	TBD
Response options	*A description of possible responses to resolve the issue, together with an overview of the impact of each* *If there is an obvious or preferred response, this should be stated*
Response actor	DfT propose to undertake a technical study to investigate how the level 2 data created for Transport Direct can be added to the NaPTAN v2 standard.
Respondent code	TBD
Issue progress	Mar 2013: Issue submitted to PTIC and circulated to PTIC members for comment. To be discussed at PTIC meeting on 13/04/2013.
Status code	Accepted for further action

Reference number	PTIC-087 v0.1
Submitter/Owner	*Name:* Jonathan Shewell-Cooper *Organisation:* Atos (on behalf of DfT) *Email address:* Jonathan.shewell-cooper@atos.net
Title/Short description	Incorporate Transport Direct Service accessibility to TransXChange
Issue description	For accessible journey planning the Spectator Journey Planner and now Transport Direct needs to ensure that in the service data to be used for journey planning, the relevant public transport services are marked with their accessibility characteristics. These characteristics are not generally available in the existing Traveline data sets as attribute that can be used for routing. To ensure that the accessible attributes were attached to public transport services the IF145 "Mode Accessibility" data set was created by Transport Direct. This data added to a mode, operator and service for a defined date period the attributes of "wheelchair accessible" and / or "assistance service". Transport Direct plans to expand IF145 data to separate services that are low floor (with ramp) wheelchair accessible from those that are high floor (with lift) and wheelchair accessible. In addition to IF145 data Transport Direct has collated the IF156 "Operator Booking Lines" data to add to the output the need for advanced booking of the accessible service and the phone number or URL to be used to make booking. The attributes used by Transport Direct are a small subset of the accessibility characteristics that operators publish about their services. These include: low floor, wheelchair ramp, high floor with wheelchair lift, mobility scooter (CPT Code), guide dogs carried, book in advance or turn up and go, number of wheelchair spaces. The TransXChange schema already has the ability to carry a level of service accessibility information for the vehicles that will be used to run a particular service - within VehicleType is AccessVehicleEquipment, VehiclePassengerEquipment and WheelchairVehicleEquipment. The full range of accessible attributes is not currently supported by TransXChange. In the short term a method should be created that will allow an operator to supply to DfT these additional accessible attributes of a service so that information systems are able to use them while at the same time updating the TransXChange standard to support this wider range of service attributes. In the medium term these attributes would become part of a standard supply of TransXChange data from operators and included in TNDS.
Issue manifestation	The issue is seen in the need for Transport Direct to create additional data to support journey planning rather than the data being available in the schedule records.
Issue severity	This is an issue of moderate severity.
Priority code	TBD

Response options	*A description of possible responses to resolve the issue, together with an overview of the impact of each* *If there is an obvious or preferred response, this should be stated*
Response actor	DfT propose to create a set of detailed proposed changes to TranXChange to ensure that the wider Service Accessibility attributes are able to be captured. Seeking to gain agreement as to what that wider range of attributes should include.
Respondent code	TBD
Issue progress	Mar 2013: Issue submitted to PTIC and circulated to PTIC members for comment. To be discussed at PTIC meeting on 13/04/2013.
Status code	Accepted for further action

Reference number	PTIC-088 v0.1
Submitter/Owner	*Name:* Jonathan Shewell-Cooper *Organisation:* Atos (on behalf of DfT) *Email address:* Jonathan.shewell-cooper@atos.net
Title/Short description	Review JourneyWeb Accessibility Options
Issue description	JourneyWeb v2.4 was created to support the development of the Spectator Journey Planner (SJP). In a JourneyRequest the AccessibilityOptions now allow the user to request WheelchairUse, StepFreeUse, EscalatorFreeUse, TravelatorFreeUse, LiftFreeUse and AssistanceService. Thus far Transport Direct has only used WheelchairUse and AssistanceService. To add other accessibility services that the user could request such as mobility scooter or guide dogs carried this element of the JourneyRequest would need to be extended. To output additional accessibility information in the JourneyResponse this would need to be added to one of three places PlaceAccessibility: to define the accessibility (Step free, wheelchair access) of a place (the origin and destination of a journey leg), PathLink: this includes the AccessFeatureType to enable a description of the paths through transport points to describe the lifts, ramps etc. to be output. ServiceAccessibility: is part of the ServiceEquipment element and allows information about low floor vehicles and ramps to be output as well as the number of steps up to the vehicle. The carriage of wheelchair and number of wheelchairs carried can be output as well as the need to book in advance and the phone number to be used. But high floor services with lifts, are not covered. In the light of the experience from SJP and now Transport Direct, JourneyWeb needs to be reviewed to ensure alignment with the accessible stop facilities proposed to be described in NaPTAN and the accessible service facilities proposed to be described in TransXChange.
Issue manifestation	The updates to NaPTAN, TransXChange and JourneyWeb need to be kept in step.
Issue severity	This is an issue of moderate severity.
Priority code	TBD
Response options	*A description of possible responses to resolve the issue, together with an overview of the impact of each* *If there is an obvious or preferred response, this should be stated*
Response actor	DfT propose to create a set of detailed proposed changes to JourneyWeb to ensure that it remains consistent with proposed changes to NaPTAN & TransXChange.
Respondent code	TBD

Issue progress	Mar 2013: Issue submitted to PTIC and circulated to PTIC members for comment. To be discussed at PTIC meeting on 13/04/2013.
Status code	Accepted for further action

Reference number	PTIC-089 v0.1
Submitter/Owner	*Name:* Jonathan Shewell-Cooper *Organisation:* Atos (on behalf of DfT) *Email address:* Jonathan.shewell-cooper@atos.net
Title/Short description	Align Accessibility Options Data
Issue description	PTIC issues 086, 087 & 089 all addressed the need to align the scope of information about the accessibility of public transport in the core transport datasets. This was driven from the experience of Transport Direct in developing accessible journey planning – were it was necessary to create additional data to support this function. Level 2 stop availability data is not available as part of the NaPTAN dataset so users of NaPTAN data are unable to incorporate this measure of stop accessibility into their systems. Service accessibility is not defined in the service schedule data. JourneyWeb had been developed to support just the functions required for London2012. In addition it was recognised that there are potentially additional accessibility journey options – such as mobility scooters – that will need to be added to the data sets in the near future. Therefore DfT has sponsored the updating of NaPTAN, TransXChange and JourneyWeb to support a fuller range of accessibility data and to be consistent with each other the specification of that data. A summary of the changes to each standard can be found in the introduction to each standard. These changes will enable the data necessary to supply information about the accessibility of public transport to be created and exchanged.
Issue manifestation	The alignment of NaPTAN, TransXChange and JourneyWeb to support information about the accessibility Public Transport.
Issue severity	This is an issue of moderate severity.
Priority code	TBD
Response options	***JourneyWeb*** *– As the principle user of JourneyWeb for Transport Direct DfT will seek to incorporate the updates in V2.5 as the case is made for those updates to be expressed in Transport Direct. This will be done in co-operation with Travelines and their suppliers.* ***NaPTAN*** *– DfT will review options, with the current NaPTAN data manager, how the information that has been collated as .csv files for Transport Direct can best be shared with others; options could be to store .csv files alongside NaPTAN or top convert them into NaPTANv2.5 so they can be downloaded with NaPTAN.* ***TransXChange*** *– it is recommended that V2.5 be incorporated in future procurements. DfT will review the businesscase of updating TXC publisher to support v2.5* ***All*** *– review draft standards to ensure the scope of changes meets the agreed objectives.*

Response actor	DfT actions shown above. PTIC members to review updated standards to ensure the right scope has been captured and feedback comments on those updates to DfT. In future procurements members should seek to incorporate these next versions of the standards.
Respondent code	TBD
Issue progress	June 2013: Draft NaPTAN v2.5, TransXChange v2.5 & JourneyWeb v.25 have been published for review.
Status code	*For consideration at PTIC meeting on 3 July 2013*