

## **Public Transport Information Coordination Group a meeting on 30 May 2012**

## **Notes of**

### **Introduction**

The meeting was held at DfT offices, Horseferry Road, London on 30 May 2012 at 13:00.

Attendees were:

- Chas Allen (Stagecoach);
- Chris Gibbard (DfT);
- David Houston (First);
- Ian Barratt (Lancashire CC);
- Mark Cartwright (RTIG);
- Mark Fell (TTR);
- Nick Knowles (Trapeze PTI);
- Peter Stoner (Traveline);
- Roger Slevin (Independent);
- Ian Charlton (Redcar & Cleveland)
- Jeff Duffell (Mobisoft)
- Paul Everson (Trapeze)
- Hans Mentz (mdv)
- Andrew Steele (Jeppeson)
- John Prince (SYPTTE)
- Rob Lyndon (independent)

Apologies were given by:

- Julie Williams (traveline)
- Richard Warwick (Arriva)
- Paul Houghton (Trans-RT)

### **0 Notes and matters arising**

Notes and actions from the previous meeting were discussed, and no points of accuracy were raised.

#### **1 Development in action points from previous meeting:**

- OSM use case list has been circulated before the meeting.
- CG re data release for rail and coach had been circulated
- MC had circulated a note about the switch to Bing mapping
- DS may not have contacted SK about gazetteer for NI
- CG had created an issue about changes in local authority definitions
- RS had proposed possible future arrangements for PTIC

### **ACTION:**

The notes from the previous meeting were accepted.

## **2 Traveline National Dataset (TND) Report**

PS reported on progress with the TND work. Registration is available on the traveline.info site – takes typically less than a day for registration to be processed so that data can be downloaded. It was soft launched on 30 April in accordance with the Government’s aspirational target. Progress with some of the support aspects of the project has not been as great as had been hoped so at present the files available are only split to “sourced from a specific traveline region” and is being processed on a weekly basis – target release is Tuesday mornings. About 50 people have registered – but many more could be using the data as it is released under the Open Government Licence which allows commercial re-use (without traceability of users).

Those who are signed up can also use the Wiki to note issues etc for discussion and action. 62 issues have been raised so far (many of which are closed or resolved) – these date from the proof of concept stage through to live data over about 2 years. PS is trying to manage issues on the Wiki to link associated points.

In line with the Open Data Community requests traveline have published TND on time, and are now working through data improvements to address issues found by developers.

PS confirmed that there was no way that users can be tracked – only when the use becomes evident will it be possible to see what the data is being used for. NK suggested that an indication of regular downloads to the same data user would be a good indication of usage. It was also suggested that tracking of users could be done using their known FTP credentials even if dynamic IP addresses are used by them.

National Operator Codes – in TND the operator code is whatever the region has supplied – and a look-up generates the equivalent NOC for the operator. PS reviewed progress – Yorkshire is good, some other regions are progressing with getting more matches. Stuart Reynolds has supplied PS with a lookup table for SE, EM and EA codes.

Serviced organisations – work has started on this to keep the base data up to date. JP is discussing with Omnibus to see if serviced organisation information can flow through. Discussion about what can and cannot be handled – noted that some things are possible in AIM CIF which are not possible in standard CIF. RS felt strongly that it will not be possible to have a complete and robust set of data for a very long time. DH supported RS view that it will take a long time before full data can be expected – Almex, for instance, is unable to handle bus journeys working for two or more supported organisations. PS felt that we had to proceed with the Basemap contract to deliver tools to use this. MC asked if there was any description of what each data source handles – PS noted that this still needs to be worked on. CG advised that Edubase (the educational establishment database) is now on Open Government Licence. Several strong views about how the process will work – and who owns each piece of data : rules are necessary to ensure there are no conflicts between editors. PS to lead on further consideration of these points.

Interchange data – PS noted that this is not a high priority now. Richard Shaw has done a further version of his viewer – and has been invited to take a paper to the ITS Congress later this year.

## **3 Jeff Duffell from Mobisoft – Open DRT (opendrt.co.uk)**

Jeff’s presentation was based on work funded by the Technology Strategy Board which considered the possibility for a UK DRT portal for improving the access to information about

DRT services. There may be multiple portals – a national one and local ones, possibly. Within a portal there will be transport schemes (different “services”). Open DRT came out of this work – an open API has been developed. The portal might be able to improve the information that could be accessed by traveline about DRT service options.

The API could be published but this has not yet been done. NetEx could have an interest in this – the “scheme” concept for example is not currently reflected in NetEx. NK would be interested in reviewing and commenting on the API to try to ensure there are better links with European Standards. RS was keen to ensure that the terminology and definitions used tied in with other potentially related European Standards.

MC suggested that RTIG would be willing to handle the standardisation of the API within the UK. He also wondered why it was limited to DRT – why not all public transport? However PS suggested that this might be a diversion – traveline would see the DRT aspects as a valuable addition to what they can offer, including mediation in the booking process. PS also noted that there is an issue with NextBuses displaying DRT services, and the API might help with addressing this – and he described an approach suggested by Lincs.

Agreed that NK will review the API. NK may indicate that it is worth taking forward at European level.

## **European Standards Update**

**NeTEx** – NK reported that the work was in three parts - network, timetables and fares. Documentation drafts being reviewed at a meeting in June. Important dialogue with ERA and UIC about rail aspects of this – aim to get tie-in with the rail requirements in TAP TSI. Parts 1 and 2 will be ready for comment after the June meeting. Part 3 on Fares has been slower – and it needs funding. Systematic comparisons with national standards has been done in many countries. Draft documentation available from NK for anyone interested.

**SIRI** – NK reported that SIRI 2.0 was heading towards an upgrade to an EN (European Standard). Will include some minor enhancements and new features, plus arrangements for SIRI LITE web services (at least two options – standard sets the framework) in a new chapter in part 2. Drafting review in June, then will go to formal review. VDV changes will enable legacy systems to migrate more easily to SIRI. Drafts will be available for review after 17 June meeting – though it is possible to see it on the SIRI web site if wanted now. Trapeze is funding NK’s involvement in this work.

**INSPIRE** – nothing to report. CG asked to provide a report for next meeting.

**OpenStreetMap (OSM) Update** – PS reported that the crowd sourcing initiative has not really taken off. TNDS may have an impact on the PT content of OSM – and might help give impetus to the work. Interchanges are not a high priority at present. There may also be some feedback from Richard Shaw’s presentation on interchanges.

## **AOB**

ITSO and CPIT(?) codes. DH sought advice on how these could be linked to NaPTAN data. RS suggested some options which might help.

Request for stoparea data to be added to NaPTAN. RS explained that many traveline regions have little operational use for these and therefore they are only created where necessary in those regions, otherwise there is a rules-based approach which implicitly defines a stoparea. PS suggested that the rules could be added to the description of TNDS – PS to draw this information together.

Bing maps have an API with directions service – and might want to do the same for transit. Question was about whether this might be achievable and if so, how.

CG raised a point about the DfT web pages which handle PT standards – it may be difficult to maintain these in the next round of DfT web rationalisation, so DfT may need to find a new host arrangement. Traveline or PTIC could host this in the future if required – or DfT might prefer it to go into an open framework for similar standards. DH was concerned that such a move might lose the “government standard” status for NaPTAN etc. PS noted that there are some existing domain names which could be used for this hosting – currently pointed to traveline sites, but could be re-directed to a PTIC purpose.

Arriva EBSR – request for an update on progress – RW provided the following information after the meeting :

“Yorkshire - virtually complete, just a few around Selby affecting East and North Yorkshire to do.

“N West - making good progress on a depot by depot basis, Merseyside done so now working on Cheshire and Manchester

“Wales - some major issues with NaPTAN are hampering progress here. Many missing stops in central Wales and other problems in the north.

“N East - no progress here, need to do a major update of the data once the current rounds of network changes are complete.

“Midlands - staff shortages have meant no progress here although Derby is virtually ready to go on the back of RTPI work

“S East - no progress with EBSR although quite a lot of work with TransXchange for various real time systems which should make the data ready for EBSR

“As a general comment, there are lots of service changes being implemented as a result of changes to BSOG/LA contracts/OAP reimbursement and thus the schedulers (who are also tasked with EBSR) are too busy to be able to do the extra work required. If VOSA would make a change to the pricing structure to encourage EBSR I think that would potentially have a profound effect on take up.”

Traveline review – noted that the recent Request for Estimates has generated useful information that is being documented to help future decision making.

### **3 Next Meeting**

The next meeting of the group will be held in mid October 2012, possibly in association with the Travel-2020 event at The Brit Oval. MC to raise this with the event organisers and advise RS/PS of options. Details to be confirmed as soon as available.

