



PTIC 03 March 2022

You Tube video: <https://youtu.be/1ZK8b88-wts>

Video timings for the start of each agenda item are provided below.

Actions in red text

Opportunities to engage/test/feedback in green text

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Attendees

Sarah Al-Adely, DfT - Head of Data Management

John Austin, Mobihub

Ian Barratt, Lancashire CC

Mike Baxter, Leicester City Council

Amy Brown, Traveline

John Carr, ATCO

Nic Cary, Waysphere

David Fitzgerald, Arriva

Josh Goodwin, bustimes.org

Adrian Gruetter, Ember

Richard Hall, Ito World (previous Northumbria)

Darcy Harmer-Manning, Passenger

Teresa Jolley, DEFT153

Mark Jones, EPM - Omnibus

Triumph Odyeye, DfT

Michael Meilton- Wiltshire County Council

Aiden Proctor, EPM -Omnibus

Keith Willis, React Accessibility

Tim Rivett, RTIG

Rebecca Roe, SYMCA

Peter Stoner, Ito World

Rob West, Elydium

Apologies

Adrian Falconer - DfT

Keith Sabin - Shropshire County Council

Julie Williams - Traveline

1. Introduction and 2. Notes of last meeting 17 December 2021 (7:00-13:00)

Past Actions:

- Tim: NaPTAN related stuff - chatting to Staffordshire (have had some conversations)
- Triumph and Nic - conversation about Data quality and supply with Ticket Machines (not happened). [Post Meeting Note: Nic and Triumph met on 18th March 2022].
- John and Meera to chat about Journey Planning - picked up in today's meeting below in item 5

Notes and Actions from the 03 March 2022 meeting

[Next meeting 09 June 2022 1400-1600, Online](#)

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**Public Transport
Information Coordination**

Mike Baxter: Minutes from last meeting have an action for me re: sharing information on the Journey Planning system that Leicester City / Leicestershire are exploring. Spelling correction for company involved is **SkedGo**.

Tim: Recently RTIG published briefing note on how to provide data to BODS for Queen's Jubilee in June, circulated to those on the PTIC distribution list, and also to Gov.notify for BODS users. Covers move from Spring Bank Holiday from Monday to Thursday, and how to code additional Friday Bank Holiday.

Scheduling System Suppliers seem to be ok with this.

Concern is more about the other little events in local areas - short notice street closures/parades, impact on bus route etc and how operators get to know about these and tweak routes etc.

If you an Local Authority, consider how your operators are updated.

3. Bus Open Data Digital Service (13:00 - 35:30)

See slide deck for details:

https://pti.org.uk/system/files/meeting_files/papers/PTIC%20Bus%20Update%20Slide%20Deck.pdf

Key points summarised below.

Routes and Timetables, and Location

Triumph: update to BODS release of 1.16.0.

Improved search functionality:

- Timetables and Fares Data can now be searched by NOC, by Operator names, description and location.
- AVL data can be searched by Operator name, NOC and description

Users can search and access individual operator pages and their data on BODS. also access to browse functions.

Login now required to consume data - both using the API **and** downloading data requiring more information gathering on account creation - enabling us to understand what data they are using and what purposes.

Usability changes:

- New Guide Me page
- Updated User Interface
- Information pop-ups



Release 1.16.1 to patch 3 things:

- fix issues with bank holiday operation in timetable data
- addition of TfL data available to download
- admin users can edit the Agent Organisation field for a BODS user

Release 1.16.2 patch means that the validation check for timetables will no longer check the OTC database for service codes.

Data Catalogue:

- can now download catalogue from link on guide Me page
- user guide
- comprehensive information including on matching between dataset types

API updates:

- access this via Guide Me page
- new parameters of the location data and Fare data APIs
- Addition of new query parameters to Vehicle Ref, Limit and Offset

Fares

FBODS

- can now search for data sets/feeds on BODS API.
- On Individual data set pages - now a 'Noticed Issues with dataset' link to check issues with the data etc.

Operator Profiles:

- now a link on FBODS homepage to view operator profiles.
- can now see amount of data available from Operators, and how compliant they are with BODS
- can directly access timetables, locations and fares
- can also contact operators through the link, and to do this anonymously. - to let them know issues with the data etc.

Download all updates functionality:

- download timetables data set in TXC by region
- zip group files by operator folder folders
- also download all link for TfL SIRI-VM

Changes to BODS User Interface:

- explore, understand and use the data
- links to Guide Me page



- additional clickable modal popups to FBODS

Questions and discussion

Nic: can see why you are called Triumph!

Comment 1 from Tim: for those that use BODS, more operator data is appearing (especially location data), and quality of timetable data is getting better. Quite usable now, and number of people using it for live services now.

Question 2 from Teresa: regarding Operators fielding questions through BODS, this feels like it could be a bit onerous - another system to manage, and coordinate responses to?

Triumph: as an admin user, get an email through. What the operator decides to do about this is up to them. The intention is for operators to look into this and resolve, but still early days at the moment.

TJ: feels like it is another thing to do...?

Triumph: always reviewing to see how we can best manage coordination in future, to give best value for all involved.

Q3 from Mike: any idea of how many operators are not on it yet?

Action for Triumph: will find the details on number/proportion of operators not on BODS yet, and share back with Mike Baxter

Comment 4 from Sarah: like the bit at the end - engagement for DfT to contact you to discuss the data. We were going to put a clause at the end - interesting to discuss approaches and how that works in terms of wording.

Action for Triumph / Sarah: to share experiences and consider options for wording re: engaging with DfT

Comment 5 from Tim: we were expecting guidance on Fares data - an update?

Triumph: no update at the moment, hope to resume and provide it in the near future.

Comment 6 from Meera: do have the latest reports from Transport Focus - could share these?

Action for Tim / Meera: Meera to send links to latest reports from Transport Focus, and Tim to circulate to PTIC group



4. NaPTAN Project (35:30 - 52:30)

Update from Sarah...

Moved from old to new system - now live, with data now being input into the new system.

First set of data entered was from TfL - went in a few weeks ago - a few edits to that too.

There was a meeting to discuss Longitude and Latitude - the old NaPTAN would update / calculate this, but the functionality has been withdrawn in new system, and there are discussions about how we take this forward. If we were to do this in-house by taking supplied Eastings and Northings, maybe also take Longitude and Latitude if given to us, and converting it to Lat/Long, this would mean overwriting some of the Local Authority submitted data. Comments and feedback on this please, as we are still exploring what the best option would be.

Public meeting about Bus Stop location - where we agreed that the definition of a bus stop should be where the customer boards the bus to within 1m² accuracy (as opposed to the pole, a tree, or 10m² area).

We have just started to work on upload function - to support us in this, we are pulling together a test group of Local Authorities to check this, with likely activity around May-June.

Questions and discussion

Lat/Long discussion prompted by Sarah

Mike: why has it been withdrawn from the new service? Use case for me is downloading NaPTAN data and using Google Maps to view it, and using Lat/Long makes this easy.

Sarah: it was withdrawn because there were a lot of errors with it; it became a Data Quality issue in terms of it being calculated in different ways.

The question is whether we calculate? Because if we have Eastings and Northings, can always convert to Latitude and Longitude.

Mike: I support to putting it Latitude and Longitude in.

In terms of location of where the stop is - we are installing totems, which might not be precisely where you get on the bus (given streetscape constraints etc), but it is close enough.

Nic: I understand the Data Quality issue, but note that the Eastings/Northings option is very centered on UK, semi-proprietary (which the Civil Service have wonderful access to, but many others don't). Don't know how we overcome this.

Sarah: still to discovering uses and challenges. Noted this down

Amy: as a consumer, we support putting Latitude and Longitude back in. This has been one of the



biggest issues for us transitioning to the new NaPTAN, and worrying if we are we doing it in a different way as others. Preference for it to be calculated in a single way.

John Carr: practical question (as in 'on the street' practical, where the bus actually stops, this varies with operator. In London operators are instructed to stop by pole. in other parts of the country, to stop by the end of the bus box. Might be unlikely to get rid of these cultural practices, so is there enough flexibility in the system to ensure consistency in the information we pass onto the public?

Sarah: survey and public meeting - and also hail and ride and their differences. Where a passenger flags down a bus. Data in NapTAN - where the pole or stop is. that's why it's a 1m2, to try and keep it accurate.

John Carr: Accuracy of NaPTAN been an issue for years, and in my experience, bus stops are now not in good locations for the people using the, Shouldn't we actually be looking to ensure bus stops are well-positioned?

Sarah: are there useful forums / places to explore this?

John: practical aspect is the Police, who generally have the Veto in terms of their perception of road safety. Other parts of country - still sticking to 250m walking distance, where stops are positioned that far apart, regardless of traffic objective nearby. NaTPAN should have the flexibility to adapt to changes in location of bus stops.

Ian: was part of that discussion on where a bus stop is! 2hrs. Realistically, downstream system will need to engage the practicality / tolerances to take account of this. Software suppliers challenges. Accessibility concerns / app / hailing.

Not a standard for saying what is at a stop.

Ian: challenge that in BODS you can create a stop, even if it not actually a stop with infrastructure. A lot of other issues with BODS enabling creation of NaPTAN stops.

5. Journey Planning – “I plan therefore I am” (52:30 - 57:45)

Following previous discussion on this, John Carr's proposal is for ATCO to convene a roundtable to explore what the public (rather than us professionals) really want from Journey Planners. Work that Transport Focus has done has given us lots of useful information already, and there is more to do. What are people's view on this?



Discussion

Meera: DfT support for this. We'd like to see Journey Planners increasingly providing information on activity levels. Have talked with Google about inclusion of steps and emissions data in their journey planning.

John: also need to explore what might the role of DfT be/not. Recognise that previous hard line view of needing a specific set of rules (which suppliers had to meet) is not ideal, but think there is a good opportunity to publish a good practice guide, and encourage Journey Planner creators to go the extra mile to make more information available through their tools.

Good practice example from a few years back is of Unilink in Southampton, where they uploaded photos of the area surrounding the stop.

Darcy: agree, delighted to help out on this.

Action for John Carr with Tim: sounds like a sensible idea to convene group to discuss it - John to co-ordinate dates to make this an ATCO-PTIC session. Ensure involvement of Transport Focus, Traveline and other links to customers.

6. Traveline Projects (57:45 - 1:03:20)

Apologies from Julie Williams.

Tim: A number of projects in the pipeline, but awaiting funding and approval to progress.

Amy: No significant updates - things pretty much the same since last meeting - working hard to consume data from BODS. Julie on Plusbus things which are in the pipeline. Aiming to get a stakeholder briefing out soon.

Questions/discussion

Mike: question from colleague at Leicestershire County Council, who also contribute to Vix RT system in Leicester/Leicestershire - believe he gets a transcription feed to NextBus. Do we pay to provide data to Traveline for its NextBus service? I thought the consumers of the data feed would pay for it, rather than providers?

Amy: yes, you do. NextBus API is the open data that consumers of open data will pay at cost for, and this is also the old fashioned clunky NextBuses.mobi interface and feeds our live data and SMS service.

So there is the cost to consumers, but also feeds that are on it - if LA wanted their feed to be available to open data users on NextBuses.mobi, then subscription fee to have their RT as part of that system.

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Mike: looked in Leicester, and Traveline website, and I can see RT from Arriva and Centrebus, coming from our Vix System. We are paying to send this to you.

Amy: more recently obvious the £ here - previously used to be paid for as part of the regional consortiums - so as these are being wound up - now it's direct to councils.

Action for Mike and Amy to follow this up and provide Leicester with the cost and details

7. Content Management System to Electronic Display Standard Interface (1:03:20 - 1:10:53)

Update from Tim: since December, this work has progressed, TfW kicked this off with RTIG regionally. Wanted to buy display off catalogue and plug into common CMS.

single place to put messages in and show on all displays in their network.

We now a published version 1 of the architecture - which covers how the messages to displays move around, and the core messages that are needed to support a basic text 3 line LED display. Can also show these on TFT too, plus additional info.

Next phase of work is about building on these fundamentals, is to support graphical displays and sort out fault management messages, and other optional things (text to speech, air quality sensor etc).

Questions / discussion

Meera: really valuable piece of work - thanks for pushing forward

Keith Willis - audio should also be an option for displays too, based on DfT guidance.

Mike Baxter - as per Keith's comment, in our Leicester RTI Battery Totems - they all have text to speech, so good news.

Keith: great all have text to speech. Push button vs React system (via app or key fob) where we don't rely on people finding the button to push.

Mike: I wasn't involved in the actual decision we went for push button rather than React system. Located for easy access even for wheelchairs etc.

Keith: consideration for what they want in journey planning, vs actually at bus tops.



Tim: next thing is implementation. Keen to make sure it gets into people's requirement. It will be included in TfW tender coming out in next couple of months. Already in one tender that is out and in evaluation right now.

Advice/encouragement from Tim: encourage you to include it if you are tendering for these sorts of services. It is publicly available, not just for RTIG members.

8. RTIG Publications (1:10:53 - 1:18:15)

Update from Tim, with slide deck for details

- **Bridge strikes - lorries / buses.** There is now an open report on good practice for route-planning and some technology to help and assist in avoiding them. If you plan routes / are an operator - use this.
- **Accessible information regulations due later this year** - a best practice guidance on On Bus Audio-Visual Equipment.
- **Members-only report for Passenger Counting, and occupancy information.** Lots of work done to put ticket-machine based solutions, but lots of other ways of doing this. This report covers off use cases, and developing the business case, as well as the different technologies involved.

Ran a session and report from 'Managing Customer information during driver shortages'. Lessons learnt from Covid / driver shortage situations. Managing short notice changes, cancellations and messages. Actions we are picking up - which might come to this group to look at.

Series of upcoming events (slide):

- first face-2-face in Birmingham 23 March 2022 looking at innovation in displays. Also CMS interface and environmental impact of displays, solar, long term maintenance etc
- April - session on low bridge strikes and the technology behind the New Display Interface (MQTT) - new for UK but widespread use in continent.
- May - bus Priority for Traffic Lights

Questions / discussion

Meera: thanks for the work done with Local Authorities in December on the predictions service. Really well attended and valuable, shaping our thinking.



9. EU Standards development (1:18:15 - 1:13:15)

Update from Tim: SIRI 2.1 closer to release. CEN standards body ground to a halt progress-wise! Not sure when it will get published - missed January, might be this year if lucky.

Schema is available in Github if you need the draft document for implementing some of it - especially around disruption stuff. Occupancy improvement etc. - let me know if you need help.

Webinar last year on the changes - on RTIG You Tube Channel. <https://youtu.be/r8pRjrvRuYw>

Work starting in April 2022 on Control Systems and Actions i.e., what happens when there is a disruption / need swap out a driver? Not currently well supported in SIRI, so looking at how we can support this better.

Big interesting stuff with medium term impact for this group is Accessibility. EU Commission - hot on this over last few years. Work is going on to create a profile for NeTEx for accessibility data. Covers all aspects of planning for PT services, and if you leave it to people to choose how to implement, working up a profile to make it easier to be consistent etc on this. Programme apps etc with more detailed choices (examples - mobility steps, lifts, etc. Refine this information down to help Journey Planning.

Tied to European legislation, and we won't be subject to, it will be really useful for us as a country to think about what data we might need to support accessibility improvements for Public Transport. Should be completed in 2022, we are about halfway through documentation at the moment.

Question / discussions

Triumph - in terms of EU standards, EU laws, what happens when these standards have been articulated, how does that translate to us in the UK? What is the process?

Tim: two aspects:

1. Technical standards - work to produce things like SIRI or NeTEx. Done under auspices of CEN, they are actually published by each country's national standards body - here it is British Standards Institute. UK practice is to take CEN standard and automatically turn them into British Standards and publish them, unless good reason not to. So, new version of SIRI and NeTEx automatically become British Standards.

2. From a legislative point of view, this is entirely up to either UK, or if devolved, down to each constituent parts of the UK, to consider if they want to do something. No automatic thing that happens there.

Keith: who gets the mandate? Is it something DfT pick up and say it has to happen /is this considered as future considerations of, say, NaPTAN?



Tim: Once it is a British Standard, then implementing it is either who is buying or specifying the product, but until Bus Services Act specified need to TXC there was not legal requirement to do it a particular way, but it was the previous defacto choice given community use.

If you wanted to enforce NeTex stuff, then NaPTAN team would need to figure out how to enforce onto Local Authorities. Suspect they could do it.

Keith: so likely no-one can make decisions until the review of NaPTAN from DfT has taken place?

Tim: there is nothing to stop Local Authorities or suppliers supporting the standard and making it available but if you wanted to mandate it, that would need to come from the DfT

John: be cautious about this, don't know yet how this or future governments going to deal with standards being outside the EU. Some statements that if there is already a perfectly good standard why create a new one. But also worrying statements about how we don't need to worry about EU anymore (a sort of anarchy). Depends how strong the BSI can be?

Nic: bit of confusion - CEN is not a EU body, it's just a munificent org, which you can buy into or not. We might have left Europe, but we have not left CEN.

Tim: BSI is still a member of CEN and still publishing CEN standards as they come out.

Nic: we never did have legal obligation to follow of CEN, now we don't, but there is nothing materially different. Much more expensive to create your own.

John: rational vs political! A fear that reaction from pollicisation might be!! Hopefully everything would go with good professional opinion.

Look at smart cards - we have got ITS0 because the Europeans and Americans were not interested in our problem of deregulation, an didn't need a system that copes with a multitude of different fare scales - and is probably offering something to the EU which are starting to face these issues.

Tim: so far the track record of what we have done through PTIC and RTIG, influencing what has ended up as CEN and EU standards, has been quite good. Taking the whole Public Transport data scene, based on Transmodel - largely been defined by UK people (and other examples).

This is important from an industry point of view, because it means that operators in the UK have a head start in exporting to EU, which as a country we need to be doing.

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10. Issue Log (1:13:15 - 1:39:20)

No issues raised. Anything people want to add?

Mike: Peter Stoner on call? Ito World NaPTAN viewer is still available. Will there be something to replace when goes?

Sarah: still able to access it at the moment at least until summer. We are starting to put plans in place to replace it, and understand the user base of viewers.

Mike: peter told me there was a way to share access to colleagues (recommend / send a link etc) but how does someone get access?

Sarah: we don't manage the access here, but from my understanding, should be able to access to view without login?

Action for Richard and Mike: Will check with Peter and confirm back to Mike.

11. Next Meeting

9 June 2022, 1400-1600, online

AOB

None