



PTIC Meeting 07 December 2023

Video: <https://youtu.be/WlzqGyecH9k>

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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1.Introduction

Attendees:

Ian Barratt, Lancashire County Council

David Batchelor, Ticketer

Mike Baxter, Leicester City Council

Amy Brown, Traveline

Graham Browne, WYCA

Nic Cary, DEFT153

Josh Goodwin, Bustimes.org

Stephen Hanley, Arup Intelligent Mobility

Teresa Jolley DEFT153

Ben Moulton, Vix

Ben Murray, KPMG

Mike Nolan, Traveline

Emily Ostridge, DfT

Tim Rivett, RTIG

Dan Saunders, Basemap

Peter Stoner, Ito World

Rob West, Elydium

Keith Willis, React Accessibility

1.1.Apologies

Justin Bloom, Vix

Rail Data Marketplace team - Action for Tim to invite them to next meeting

2.Notes of last meeting 23 September 2023 (4:38 - 11:52)

Available on PTIC website

https://www.pti.org.uk/system/files/meeting_files/papers/20230929%20BODS%20PTIC.pptx

Actions from last meeting:

- Ben and Dan talk about Service codes / registered - **to do**
- Tim / Ben / Isri - to agree / make available BODS performance data for sharing with PTIC regularly - **to do**
- Ben / Nick Truscott: followed up, keeping in touch by email, and Nick making good progress.

Tim: is this replicable in other areas? A process that could be repeated?

Notes and Actions from the 7 December 2023 meeting

[Next meeting 7 March 2024 1400-1600, Online](#)

PTIC website: <http://pti.org.uk/>



**Public Transport
Information Coordination**

Ben: yes, and we've been talking with Andrew Farley at ATCO to reach out to Local Authorities. Initial contact, and then explore best way to help. Different options to help resolve.

Opportunity to engage: Local Authorities who have operators that are not providing data - get in touch with Ben Murray (ben.murray2@kpmg.co.uk).

Ben and team also planning to actively reach out to Local Authorities too.

3. Bus Open Data Digital Service (11:52 - 41:58)

Covering 3.1. Routes & Timetables 3.2.Location Data

Update from Ben Murray:

Slides:

https://www.pti.org.uk/system/files/meeting_files/papers/BODS%20PTIC%20061223.pdf

We are focusing on data quality in BODS - making it complete, timely and accurate.

This will help passengers plan journeys, find best value ticket and get real time service updates.

Updates / releases to BODS service:

Plain English reports:

- In our September update, we referenced measuring how well timetable data is matching to location data (AVL), and also measures of completeness, for which reports were generated earlier this year.
- In this 1st release, naming conventions for field names were challenging to understand (functional, but not plain English).
- Our data reports for Timetables, Local Authorities and Operator have been updated with a more intuitive approach to make them easier to understand.
- **likely to be further improvements we can make, but pleased with process. Feedback please on whether these make sense.**

Registrations not authorities who have elected to taken on the Transport Commissioner role

Although these reports currently only include registration imported from the OTC, we are working on including registrations managed elsewhere. We're working with the WECA team; have connected via API and the development team are starting to integrate with WECA system to import these into BODS. We'll then move on to do similar with TfWM, TfGM and Hertfordshire.

Expecting to include registrations from WECA into BODS by Jan 2024, and later in 2024 for the others.



PII removal and prevention

In TXC files, in some cases there were personally identifiable information, such as in the in header, which pointed to path of users computer as username.

Have now analysed all data on BODS, identified these, and preventing this data being published. Exercise now completed.

Service summaries

Just deployed to production, as a tool to help Local Authorities and Operators inspect the data that is published on BODS.

- when TXC dataset is published, we'll scan it for all license numbers present, and for each, will see data for each NOC, and within that, can see all of the service numbers present.
- This means you can lift the lid on what is in your TXC file. You can inspect to see if all services you expect to see are in there.

More detailed inspection of each dataset for each service in future.

Flexible Services

Are now able to publish flexible services files to BODS and a validation report will be generated. Validation files enable you to check the data, e.g., maybe discover that booking arrangements are missing, or the service classification is not correct.

This works whether the flexible services are in their own TXC file, or part of a larger TXC file that also contains standard (non-flexible) service information.

More work for us to do in the way we present a summary of your flexible services files.

For operators working with technology suppliers to generate flexible services files, can throw it at BODS and see how healthy it is and see how well that data meets requirements of Tim's documentation.

API documentation improvements to aid user experience

For new users that come to BODS and interested in interacting with the API, ways to query it have not been clearly described, particularly the bounding box.

We have provided examples of what it looks like for Liverpool, and how to fill it in.

This should help new consumers to quickly get up and running and provide customer queries to BODS so they can get data about a specific area really easily.

Upcoming features:

Dataset summaries



Producers / publisher of the data to BODS are in the best position to check for its accuracy - is it as expected when published?

To assist with this, the Dataset summary page will list high-level metadata about the service that has been published, such as:

- a map just for that service
- start and end date
- locations that the service serves
- service organisations
- printed timetable format to view all journeys on any particular day.

The intention is this will help Operators to data provided is as expected.

Flexible services User Interface

- Dataset summaries page is needed in order to provide the flexible services information, such as service zones etc.
- Hope to make available very shortly.

Line level completeness

- look at all of lines, and whether they are accurately published for fares and timetables.

Discussion (26:23)

Peter Stoner: BODS catalogue - changes you are making - when complete? Stabilised? We do look at BODS catalogue and have automatic updates based on it. With each change made, our processes stops and we have to look into it and find out what has changed. Frequent changes affect our workflow.

Ben: we try to keep it both stable and also improve over time. Suggest Ito World invited to open sprint reviews (anyone in PTIC welcome to join) - look at what we're doing and what's next, and the changes we intend to make, which will give you a heads up of changes. We deployed these fields earlier in the year, and this is the first major change to them, but appreciate there will be an impact.

Tim: work you are doing on completeness at line level , presume this will also help with location data checking, to make sure all right data in SIRI feeds as well?

Ben: more to be done before then. Completeness for location data is important, and we're not measuring this as much as we'd like at the moment. We're doing sample check only at the moment, and would like to be doing a more complete check in future.



Ian Barratt: used to be a group-held meeting on BODS in general at DfT. Has any input into changes been made available? Suggestions taken up? Scope for industry groups involved in development?

Ben: the types of meetings held have changed over time. Programme board restarted recently. BODS principle is to develop out in the open, and transparent a process as possible. Important for all voices to be taken into consideration.

Sprint reviews and Programme board. Also held an Ignition event earlier in 2023, with repeats to happen around the country.

If you'd like to be part of these opportunities to engage with the BODS team and future plans, then contact Triumph or Ben for dates and details:

- Programme Board (held quarterly): email Triumph Okojie: triumph.okojie@dft.gov.uk
- Sprint Reviews: email Ben Murray: ben.murray2@kpmg.co.uk
- Ignition events: can be around 50-60 people each event. If you'd like to be included, then contact BODS team to arrange.

Ben: good idea to have some kind of reference on PTIC website.

Tim: some of you seen invite to event next week for Local Authorities looking at what BODS might look like in future. Contract that KPMG have got - expires in 15 months time - needs to be re-procured. DfT starting an to be engagement process for this.

Was going to be face-to-face.

Also work with operators and suppliers.

Series of events to be scheduled in new year to capture different wants and needs.

Mike Baxter: not a regular user of BODS, where does responsibility for ensuring correctness of data on BODS? You've outlined tools and reports for looking at stuff, but in terms of things are wrong? Is it operators?

Ben: short answer - operators responsibility. Long answer: find there are multiple ways to motivate operators to achieve that. So try to make completeness, accuracy and timeliness of data as transparent as possible. Anybody interested can see that, then support / help operators to improve where needed.

Local Authorities where they are able to, can look at data quality and offer help to operators.

Enforcement agencies are looking at it, and in some cases will take action. There might be operators in your area to explore, and reach out to BODS team, and develop a plan with you how to address that. Town hall meeting, or one-to-one approach.



Mike Baxter: examples of areas where some Local Authorities are more proactive, and others less so. Compare yours to others. Can help to do that Action. Ben can help - get in touch.

In timetable data catalogue - add filters to see operators by Local Authority or region, to see how accurate data is for different areas.

3.3. Fares (59:26 - 1:02:08)

Update from Emily

Slides

https://www.pti.org.uk/system/files/meeting_files/papers/Fares%20Update%2007.12.23.pdf

BODS NeTEx profile v0.1 sent to key SMEs for consultation - awaiting feedback and revise based on feedback and complete. Complex fares profile worked on after simple fares.

Dan Saunders: How complete is the simple fares supply by bus operators.

Emily: I can provide some information on percentage complete from operators - follow up separately.

Disruptions (1:02:08 - 1:06:23)

Update from Emily

Slides

https://www.pti.org.uk/system/files/meeting_files/papers/Fares%20Update%2007.12.23.pdf

New operator accounts feature - Local Authority-driven tool, but some Local Authorities also wanted operators involved in the process. Local Authorities can now onboard an Operator account for their area, and operator can create disruptions for their own service (but not close stops etc).

Planned work - integration with Street Manager to allow users to create disruptions with data from Street Manager. Present data from Street Manager to Local Authority on roadworks and details in their area, and on the basis of this detail, create their own disruption. Almost a notification system that Local Authorities can then manage etc.

Visualising disruptions data on BODS - Currently via API, and download the data. But idea is to have a page per Local Authority - and on that will see icon for each type of disruption, and see more detail on that.

Questions

Tim: if you are an operator who wants access, you go through your Local Authority?



Emily: expect Local Authorities to manage operators who want to be on it

Ian Barrett: are we saying tool is already available, and we should use it

Emily: yep - it is available to be used.

Ian Barratt: is there any proposal to link to operators and their SIRI system SX. One of operators is good at cancelling their services etc, so that leads to duplication on BODS.

Emily: believe there are discussions around third parties involved in this. Conversations happening, but sure of detailed plan yet.

4.Flexible Services (41:58 - 43:44)

Tim: an ask for flexible services data, as we're in a catch-22. Have been approached by a number of suppliers asking for example data that's not the sample files already available from other suppliers, so they can test their imports. But, we don't have any offers to make that data available yet.

If you are producing some flexible service data to meet the profile requirements, let me know and I'll share them with those who need it. Confidentially can be addressed.

5.Welsh Bus Data Service (43:44 - 47:36)

Mark Jones update via Tim Rivett

Welsh equivalent to BODS

Progressing rapidly now. Have got predictions being generated and analysing and testing these. Stop level welsh-language data being sent out.

If you want to test some bi-lingual data - get in touch with Mark to do this.

NaPTAN editor being developed, due to be ready for early 2024. Welsh Local Authorities to manage stop data more effectively.

As part of their service, something else BODS doesn't do. They also have a content Management system for displays - so displays can connect to it and get data they need. Scheduled to be tested early in 2024 and initial implementations (with displays talking to the Welsh CMS) will be in Cardiff, who are in process of upgrading existing displays and buying new ones.

Questions:

Mike Baxter: predictions? English version doesn't.

Mike Baxter: we don't have a NaPTAN editor in England?



6.Traveline Update (47:36 - 56:14)

Mike Nolan will provide an update after board meeting

Discussion:

Ian: checking in terms of Christmas data processing - we haven't been in touch recently - timing for when to update?

Mike: for NW service, Sunday night once a week. Process TNDS 5-nights a week. Received Christmas data already for some regions. Processing right up til 22nd. Automated process will run through Christmas. Won't do consolidation service after week before Christmas and then into new year.

Will be on emergency cover basis as needed during holidays.

Amy: should have been an email circulated with dates and info. Amy to send Ian this.

Tim: Christmas data - eagle-eyed in last few years, because one of Christmas days on weekend, the alternative moveable Christmas and New Years day have been used. First time this year not had any extra days, and having looked at some of the Christmas data and chatted with some data consumers, we have a bug in data formats that we need to address. Set these days as journeys not operating on, and for a few services that do operate on Boxing and Christmas day - end up with TXC having 25th and 26th Dec journeys marked as operating and not operating. Under precedent rules, you use non-operating days in preference to operating days, which means that in this situation, you end up with Christmas day operating and Christmas day not operating. Need rules to manage this.

None of the extra days are being used for the next few years, so it's worth sorting out.

Peter Stoner: where are we with slight adjustment we discussed for Christmas Eve and New Years Eve? There was a favourable discussion trying to make it perpetual. This year need to move these from Saturday to Sunday schedules. If you haven't done that, you will have Saturday services running on Christmas eve.

Trying to make it so that you only had to mark journeys that were not operating on the 'eve's, and in that way, you can mark any day of the week, and it becomes perpetual.

Tim: no further on when that was last discussed at start of 2023. There is as many views and options on that from different people. **Not simple, but we will have to address it so lets aim to sort that out as part of this review. Get wider industry consensus.**



7. EU Standards Development (56:14 - 59:26)

Tim update: not much to say.

Historical and performance data work is starting in detail next week. This will end up in an equivalent of NeTEx and SIRI for historical and performance data.

Plan is still to have something done by end of summer 2024 so we can test in draft. A number of suppliers are lined up and keen to do that.

During 2024, running various things to test use cases etc, to try and make v1 useable.

Tim: there is a new standard being talked about at an ISO level (worldwide rather than European level) re: destination displays on bus, led by India who want to standardise LED displays on front, side and back of bus. **If that is of interest to you, let Tim know and will help get you involved in that.**

8. European ITS Directive (1:06:23 - 1:21:15)

Tim update

slide deck

https://www.pti.org.uk/system/files/meeting_files/papers/Revised%20ITS%20Directive.pdf

An ITS Directive was in place from 2010, a pan-european country directive, provides a framework for connecting vehicles, roads, assets and other transport things together and outlines how data should be formatted and set up (standards interfaces to be used etc).

NeTEx, SIRI and DATEX II fall out of this.

Lots of things fallen out of this in last few years. It's the reason why lots of data has become available.

Day-to-day basis - was this another directive that nobody actively sees on day-to-day basis. In new cars since 2019, it legally needs to have red/e-call button.

Information on Variable Message Signs and trunk road / Motorways all available through standardised interfaces across EU and UK. Also, real-time traffic information, and multimodal travel information service regulations also come out of this, and cover things like the way a package to a company provides you with refunds, airline delay payments etc.

So, this is not just a sit-there directive, it has impacted a lot of what we do.

With PTIC view of the world. creation of access point databases - stop databases for rail at a



national level. We already had NaPTAN, but for many other EU countries that was new. Sharing of rail data across borders falls out of Multimodal etc

Revised regulation agreed at end of October - more details during November on wording etc -

Things to consider from our point of view:

- takes what was there already and expands on it. Countries have to provide multimodal information, not just road and rail but now also bus and tram for the first time. The equivalent of BODS in other European countries will need to be set up to support this.
- provide booking and ticketing services and make them available to 3rd parties. Don't have to go to Train Operating Company (TOC) to buy ticket; can use third party.
- shared bikes and scooters - need to make their data openly available in standardised ways, based on Transmodel architecture - much more interoperable than it has been. There are some arguments about that - most schemes use GBFS but the way the regulations worded, they have got to use Transmodel standards.
- Try to deal with vehicle and infrastructure communications. As cars get more automated, things like Traffic Light Priority and speed restrictions, roadworks etc will need to be digitised, etc. things we've started to get used to having (e.g., StreetManager etc doesn't exist in many EU counties - they will need to introduce it)
- Not just rail and trunk road data, will need to include multimodal. We have that already through BODS and NAPLAN
- More road safety information.

Things starting to come out:

- programme for implementation is over the next 5-7 years - member states have up to 2 years to implement in law
- bits of essential data that we might be quite interested in with a Public Transport view of the work - speed limits, road closures and roadworks etc
- whilst we are not subject to it, UK government has clearly been keeping an eye on this, so things like - Kings speech - Road Traffic Orders digitisation (essential to deliver a lot of this).

Whilst we are no longer part of EU, many of the challenges it is trying to address are similar. We benefit from significant amount of funding going into work to implement it, like NeTEx and SIRI work.

Work on accessibility - critical for the new regulations.

Work in NeTEx on new / alternative modes comes out of preparing for this, and work that Nick Knowles doing on how to do bookings in NeTEx. Then can use NeTEx to share booking data etc; all critical for implementing the revised regulations.

More details will be coming in the next 6-12 months, and updates provided through PTIC.



9. Bus Centre of Excellence (1:21:15 - 1:24:04)

Update from Tim

Nearly a year since it was set up, and is doing quite a lot at the moment.

Programme of training is starting to build up, so keep an eye on the website.

Join up and get their newsletter / mailing lists etc.

12th December: face-to-face training on improving bus accessibility.

In January 2024: driver recruitment and series of webinars on things like bus data and how you might navigate around that. Tim is compering. Also a session on Bus Priority.

Mike Baxter: can anyone get involved in?

Tim: yep. Most are free, sometimes there is a small cost.

Tim: if looking for a different role - recruiting for Head of BCoE.

10. Issue Log (1:24:04 - 1:35:35)

No new issues raised on any of the standards.

Invite anyone to raise bugs or problems you have come across - there is a form on PTIC website to raise these formally.

Mike Baxter: Christmas data...

Tim: more for your operators to make sure they get it right.

Mike: if operators are running services on Boxing Day, then might be a problem this if coded wrong?

Tim: Recently, because Christmas day has been at the weekend, and the moveable bank holiday day kicks in. TXC says days of non-operation have precedence over days of operation.

Problem is that most of the suppliers have added in extra little bits here and there, and might have ignored days of non-operation.

Won't affect many services, as many don't run on Christmas Day, Boxing Day and New Year day.

Tim: If you have services running on these days, then chat with them to check

Mike: so this is because Boxing day really is Boxing Day, and not an extra day.

Christmas Eve and New Years Eve that Peter mentioned. On Sunday this year.

Tim: challenge with these - need to change your data each year because day of the week that the runoff occurs changes. Some journeys will operate on Christmas Eve, and last year it was a Saturday, so had to mark those not operating and say Saturday isn't operating. This year - if not updated, will show as running (cos its a Sunday).

Notes and Actions from the 7 December 2023 meeting

[Next meeting 7 March 2024 1400-1600, Online](#)

PTIC website: <http://pti.org.uk/>



**Public Transport
Information Coordination**

Tim: we issue a guide each year on what you need to do in different systems. RTIG and PTIC document - warning about it, and what you need to do in the different supplier systems.

Peter: looking at data this morning, how many operators have a gap of nothing running on Christmas Eve or Day - not just because its a Sunday, its because they haven't positively set Christmas Eve to run on the journeys that will be running. This is the added burden.

If we dispensed with requirement to marked all journeys running on Christmas Eve which are running, and just mark those which were not running, then less work needed.

Mike: if the data from certain operators into RTI systems - there could be some errors on Christmas Eve or New Years Eve as showing services not running when they actually are running.

11.Next Meeting

Thursday 7 March 2024 14:00

Thursday 6 June 2024 14:00

Thursday 26 September 2024 14:00

Thursday 5 December 2024 14:00

AOB

none