Public Transport Information Coordination

PTIC meeting 17 September 2026

Video: https://youtu.be/oacs18iS-fQ

Video timings for the start of each agenda item are provided below.
Actions in red text. **Opportunities to engage/test/feedback in green text**

Contents

PTIC meeting 17 September 2026 1
1. Introduction 2
1.1. Apologies 2
2. Notes of last meeting 4 June 2026 (1:33 - 4:41) 3
3. Scottish Open Data (4:41 - 30:15) 3
Discussion Q+A 4
4. Bus Open Data Digital Service 30:15 - 46:40) 6
Mark Ashton: Digital Bus Registration project 7
4.1. Christmas & New Year Eve Data (46:40 - 47:36) 9
5. NaPTAN (47:36 - 55:40) 9
6. Traveline Update (55:40 - 1:06:30) 10
7. RTIG Update (1:06:30 - 1:12:28) 12
8. EU Standards Development (1:12:28 - 1:16:45) 13
9. Issue Log (1:16:45 - 1:25:20) 13
10. Next Meeting: 14



1. Introduction

Mark Ashton, Kainos
Ian Barratt, Lancashire Council
David Batchelor, Ticketer
Mike Baxter, Leicester City Council
Harvey Blundell, Transport Scotland
Amy Brown, Traveline
Nic Cary, DEFT153
John Cartledge, Independent
Alex Cranton, Systra
Prolude Dharmendrecim, Kainos
Andrew Egleton, Arup
Josh Goodwin, Bustimes.org
Teresa Jolley, DEFT153
Jamie Kerslake, Masabi
Flo McFarlane, Transit
Lee Murphy, Transport for Wales
Ryan Murphy, DfT
Mike Nolan, Traveline
Nico Pascelupo, Kainos
Aiden Proctor, Velociti Solutions
Kat Quane, Transport Scotland
Tim Rivett, RTIG
Simon Royal, DfT
Dan Saunders, Basemap
Peter Stoner, Ito World
Nick Truscott, Cornwall Council
Rob West, Elydium
John Whitfield, Elydium
Keith Willis, React Accessibility
Kirsty Woodhouse, DfT

1.1. Apologies

John Austin



2. Notes of last meeting 4 June 2026 (1:33 - 4:41)

Circular Services: Tim chatted with Nick Truscott on this.

BODS proforma requested change: Ian's heard nothing back. **Tim to chat with Kirsty about this.**

Christmas: Tim chatted with a few scheduling system suppliers. More of a deal than we originally thought. Documented up for future revision to the profile in 2027.

NPTG visual editor request: Alex met with Peter and colleagues to talk about what that used to do

Supplier list: Tim has start of an email list of suppliers for changes to profiles etc.

3. Scottish Open Data (4:41 - 30:15)

Kat Quane with Harvey Blundell
Link to Kat Quane's slides:
https://pti.org.uk/system/files/meeting_files/papers/20260917%20Scottish%20BOD%20Presentation.pdf

Progress since last update to PTIC
Since our last update, things on track, but election process did get in the way a bit in terms of parliamentary times / schedule.

Legislation that we were planning will come in after the summer

Consultation in 2025, which PTIC responded to, with lots of responses from across the UK. This feedback has helped us hugely in designing a solution for us that isn't a carbon copy of BODS.
In the event, the feedback we received has confirmed that the 4 things DfT are using is what would best fit our needs, so we have gone with the same four solutions: NaPTAN, Fares, Timetables and live locations.

Legislation timeframe:

- part one in November 2026;
- part two in January 2027;
- coming into force by April 2027, assuming no world disasters.

- First submissions don't need to be made until October 2027, for timetables and bus stop information to be shared with the Transport Commissioner.
- 6 months later for simple fares
- 6 months after that, complex fares
- 6 months after that, for live location

Longer timeline for Community Transport providers
These providers made a good case for them struggling to meet criteria for live location, as they wouldn't have the funds to invest in ticket machine to deliver this. We have no solution for this yet, but the timeline for Community Transport services is stretched out to 2030. This gives time for technology to develop or we can find grants etc to help them invest in the right technology. We've in essence bought time to have more chats to explore how best to deliver this.

Supporting guidance - currently a little behind at the moment
Original assumption that fines and enforcement was the way to go, but we discovered that good guidance and support is much more effective. Have committed to setting up a guidance group, to define what is needed, such as use of specific terms, clarity on elements of the schema, differing local conventions. Setting up a group to make this happen.

Harvey is working on the tech side. Ask for help to develop the guidance, so that when it all goes live, there is lots of guidance on how to do it,

Tim: Groups to help with guidance etc - looking for volunteers etc? Open opportunity for people in PTIC - drop email to Tim and coordinate big list to Kat on behalf of PTIC

Kat Quane - process going on to fold Transport Scotland back into central team. It does mean there is a recruitment freeze. Small team working on it, so support much appreciated.

Discussion Q+A

Offer of assistance with Scottish bank holidays (Peter Stoner)
Peter Stoner: suggest the team work on Scottish bank holidays, and ideas on how to improve it. Would be great to be involved in this if there is an opportunity.

Kat: similar to Road Works - different bank holidays - local variations - challenging

Will Transport Scotland provide software to support smaller operators? (Ian Barratt)
Ian Barratt: re: requirements to provide data, is government making software available for smaller operators to fulfil their requirements?

Kat: we are still in / using DfT's tool for timetables. We're already funding SIRI licenses?

In Scotland - most of ETM estate is Ticketer. Also commissioning something along lines to BODS to help operators submit compliant data.

Kat: we didn't have any direct input from smaller operators during the consultation. We had big bus companies telling us what small bus companies need. We're keen to make sure that no small operators are left behind, so we reached out to Wales to get some input. Generally, it's not that people don't want to do it, it's that they can't for some reason.

We're keen to ensure no small bus operators are left behind. Guidance and engagement can help and we're planning to provide resource within Transport Scotland to deliver this assistance.

Tim: In England, engagement with small operators has been a big challenge.

Mark Ashton: keep reaching out to us about the utility from DfT. Lot of user research done and it is hard to access the smaller operators.

Kat: Enforcer of the system is the Traffic Commissioner, and we don't control them! They are a UK Government appointment, we have no control over what they enforce and don't.

Mark Ashton: small operators often want to be contacted out of working hours, as out driving a bus during work times.

Kat: our ferries team find the same thing with our island communities - we have experience with out-of-hours engagement.

consumers or Data Exchange, related to how data transfers from the platform (Prolude - lead architect on BODS)
Harvey: Idea is to have data out in the public domain as far as possible. Want this to meet what developers need.
Complexity - start with firehose approach, then bring online additional developer services. All in spirit of single source of truth dataset to underpin our advanced integrated ticketing aspirations, and lead to a cohesive set of developer services.

How / who is delivering the work? (Dan Saunders)
Kat: all policy and legislation is in-house. In terms of development, cow-barn analogy!
Everything up until now has been consultancy-free.
We do have agreements for extra resourcing commitments to do this as much as possible internally

We do have a relationship with Traveline - an extra thing we use so we can get data out in other ways.

Dan Saunders: how about coaches?
Kat: coaches are not yet classified as a service yet, as we don't yet have a full list of all coach operators. We wanted to map them out first, and bring them in at a later date.

Harvey did a lot of the mapping for us. Now have this list, and plan to bring them into scope in next set of legislation. There is nothing stopping a coach service doing this voluntarily.

Country crossover - risk of duplication or missing data?
Amy Brown: from a consumer perspective, English BODS has folders for Wales and Scotland data, and some data for Scotland already in there. Is the intention to consume this? Duplication? 1 place or 2?

Kat: good point. One option was for us to sign up to existing BODS from DfT. Price involved in this, and no control over standards or requirements. Chose to go with doing our own. So we're building a second house, looking like English BODS. The ones in that cross-over folder are probably the cross-border services. Once we have our own, we will need to explore and collaborate on this. We want our single source of truth for Scotland. This would serve our ticketing system.

There is the potential for the two systems to not say the same thing. But for big operators like Stagecoach, it should be possible to prevent issues.

Harvey: we don't see there will be any changes to the dataset. Still delivering TransXChange file with different modes and routes. Cross-border - can't comment on that yet.

4. Bus Open Data Digital Service 30:15 - 46:40)

Kirsty Woodhouse, BODS programme manager started in June

Updates:

- Continuing to focus on stability and reliability of the platform, making technical improvements to strengthen platform for user benefits.
- BODS connect team fully embedded in system, working with the community. Include site visits, general support etc

- Reaching out to various stakeholders in coming months to ensure support as needed is available.
- Continuing to evolve compliance approach, and reviewing logic behind it to enhance the quality and experience.
- Launched a couple of new steering groups: one for publishers, and the other for consumers. Meeting with them bi-monthly. Gives us useful feedback and stakeholder clarity.
- Looking to launch Coaching steering group launching end of November 2026
- Also - Digital bus registration. Key focus. Moving out of Discovery into Alpha

Mark Ashton: Digital Bus Registration project

Aim of this project is to make the registration of bus service the driver for the data that goes into BODS.
Instead of registering a bus service and then entering data separately into BODS, aim is to make the registration process the start of the data collection process for BODS.

We're trying to establish how the registration process varies depending on whether it is direct to the the OTC (Traffic Commissioner), via Enhanced Partnerships, through franchising. Working with different people who register these services - local authorities, larger providers of bus services, and also the smaller operators who don't give data to BODS, but still need to register their services. Can we provide a registration service that makes life easy for them?

Have been going through Discovery for user journeys to identify pain points. Getting ready to move into Alpha to design out prototype solutions for the online registration service.
Want to make it work for small, medium and large operators, and once data submitted, its pulled though into BODS.

Aim is that there are no registered services not in BODS.

Mark: we could share discovery reports with Transport Scotland, and potentially look at services relevant to Scotland. Should be addressing the same issues you are talking about. Aim is to do away with the TXC tool that we have.

Delivery cycle:

- Discovery ending in coming weeks
- Alpha: September - end December 2026
- Private Beta build Jan - April 2027
- Public Beta May - September 2027

Simon: yes, and happy to support.

Mark: 30% registrations are electronic at the moment. Central repository would be a cleaner higher quality repository than it is at the moment.

Discussion / Q+A
Kat: if you have more things you can share, lovely. We were surprised that there are a lot of paper applications.

Mark: it is surprising. Smaller operators do need to be included.

Mike Baxter: wondering about current Electronic Bus Service Registration service (EBSR), presumably you are building something completely new?

Mark: yep it is a new service. Group up relook at how people register bus services. Taking lessons learnt from EBSR

Mike B: impression is that its only the big guys who use it (EBSR)? (Not all of them)

Mark: feedback we are getting is that it takes longer to enter it electronically than by paper, So would like to make that easier.

Mike B: basis for BODS - running board data in there? When operators register, they won't have running board data at time of registration. Running board data only available once scheduling and rostering takes place.

Simon: it doesn't at the moment, but blockref is one of the things we want in future.

Dan Saunders: you mentioned about changes to the timetable tool, do you envisage a tool provided for EBSR or relying on 3rd party tools?
Mark A: too early to say. Possibly a mix of both. Want to make sure the people who are entering submissions without EBSR find it easy to use.

Nick T: Block ref is so hit and miss. Needs a distinct ruling on whether it should be in BODS or not. Difficult to rely on it.

Tim: not mandated at the moment, as regulations require data to be provided at time of registration. And as operational data is not available then, it's currently therefore not mandated for inclusion into BODS. From a passenger point of view, it is very useful and important. Need to remember who we are doing all this for.

Invite to reach out for input and inclusion into process.

4.1. Christmas & New Year Eve Data (46:40 - 47:36)

Tim update

Annual document on how to provide data for this Christmas is being published this lunchtime, and circulated today/tomorrow.

Share it as far and wide as you can

5. NaPTAN (47:36 - 55:40)

Update from Alex Cranton, Subject Matter Expert in NaPTAN team

Have launched Rail Replacement Location dataset, which is now live for a 12-month pilot. Seen fairly early adoption and positive feedback. **Please do share feedback**

Planning for phase 2 of the rail replacement data - to enhance data formats and richer API for using that dataset. Also doing some user research to see if other additions we can add in.

Team working on number of BAU enhancements:

- Migrated to latest version of dotnet.
- Data Quality - exploring requirements for providing an additional service to NaPTAN and give immediate feedback on uploading data to highlight potential data quality issues. **invite to what would be useful here**
- How we handle boundary changes, such as changes to the ownership of stops - ties in with local authority area changes etc. How we can help Local Authorities to manage this process.

Discussion /Q+A

Mike Baxter: on Rail Replacement Bus data, had a look for Leicester. Where is it sourced from?
Alex: provided by Rail Delivery Group under subcontract. We don't own the data ourselves but we republish what we have**. If you have queries on data quality, email NaPTAN email box and we'll pass it back on.**

Mike B: there were two entries for locations in Leicester at the rail station. Description is the same for both. naptannptg@dft.gov.uk - put it in chat.

Harvey: update on A+ NaPTAN?
Alex: Currently this project is on hold. Work done on figuring out how to acquire accessibility data by various means. It needs further enhancement to make it viable.
Harvey to follow up with Alex Cranton, as interested for Transport Scotland

Lee, Transport for Wales: we're also finding some duplicated stops here and there. We are supplying a new list as we use them, but there are older nodes / information in there too.
Alex Cranton: RDG effort to consolidate the dataset from different source - asking Lee to forward through comments and we'll pass them back to RDG team.

6. Traveline Update (55:40 - 1:06:30)

Update from Mike Nolan

Website:

- New Traveline website went live in March. Working on bug fixes and customer feedback. Continue to monitor feedback.
- About to launch PDF timetables, having fixed a few issues. Addresses #1 customer ask, and use case for call centre
- Inclusion of Plusbus fares and zones to flag when they are available.
- Working with Passenger to deliver final contract deliverables, including data website, and app (replica of website).

Nextbuses API:
In May we handed over operations of nextbuses API service to TransportAPI. Gone seamlessly - so where people are using QR code and links to departure boards, and maintain SMS service. Transport API reporting back good use figures.

People using the API continue to use it with no break in service.

TNDS:

- Continue to publish the dataset on Monday-Thursday each week.
- Have been working closely with First Group to take their data from BODS into TNDS. So instead of taking this direct from First, it's now via BODS. Positive results so far and no obvious negative issues in data quality as a result.

Plusbus:
Plusbus goes from strength to strength on e-ticket. Included in Integrated Transport strategy. Local Authorities want to enhance or add new schemes. Working with Northumberland to add in new schemes, and another new scheme in Axeminster. Go-live around Nov 2026 for both of these.

Discussion:
Nick T - ingestion of BODS disruptions - did this get resolved?
Mike: this is ongoing. Passenger are taking in BODS disruption feed, but Nick found that details of the disruption and cause are not always showing the advice to customers section that is populated by some local authorities. Have raised it and are following through with them

Guidance on plusbus ticket machine integration for smaller operators
Nick T: local operator raised that they never had any guidance on how to set up plusbus in their ticket machines. They weren't aware of it until I presented a digital plusbus ticket! Gave them Mike's email.

Mike: we can help get people set up

Source data for Traveline - Local Authorities, Operators or BODS?
Mike B: question on data going into Traveline - understand its populated by TransXChange datasets supplied by Local Authorities. What about the First group from BODS dataset?

Mike: Stagecoach direct from Stagecoach and First from BODS. So in the Local Authority dataset, data for services run by Stagecoach and First will be suppressed. In Leicestershire - have 1 person employed to enter it manually. Seems a bit crazy.

Mike N: Local Authorities used to key in operator data for use in own systems, and they generate a TransXChange file from that which is shared with Traveline. Then goes through TNDS.

But for several years now, we have taken data direct from Stagecoach and First Group. And now, we are taking First Group data direct from BODS. It's expected the Local Authority would still that data, but we have suppressed it from the dataset.

Mike B: so the arrangements with First and Stagecoach - will this extend to other operators?

Mike N: might look at other areas in future. Ultimately would like to take data from BODS all the time. Working closely with operators - descriptions poorer. Improved now. Work with the big ones first. Credit to First for the amount of work they have put in.

Traveline Data website changes
Tim R: next on list - is the Traveline data site. NOC database is hosted on there. Some automation in this? Will these processes and URLs be staying the same or changing?

Mike N: our requirement has been for a like-for-like. Reskim of what's there.

7. RTIG Update (1:06:30 - 1:12:28)

Update from Tim

Streams of work over the summer:

- **Accessible information on vehicles** - providing Audio Visual information and next stop displays - now this rollout is coming toward the end. By end September, every operator should have it installed (except for heritage vehicles). Some challenges are becoming visible and operational nature beds in:
    - programming in multiple systems etc,
    - Some things partially solved with Rail Replacement Bus stop database.
    - Round table a few weeks ago with operators, suppliers and Local Authorities - work coming out of that for a number of groups:
        - NaTPAN are taking away some actions,
        - PTIC would be interested in some, such as standardising format for transfer between systems (starting a working group to work through that).
        - Recommendations for things like having a national database of audio files for stops so small operators don't have to go through process of generating them.
        - Utilising text to speech engines are challenging.
        - RTIG newsletter shares progress on some of these things.
- **Working on updated inclusive information guidance.**
    - Historically - digital guidance for on-street displays, and for printed information. Updates are heading toward completion.
    - Due to publish standalone bit of guidance on QR codes - accessible, locations, where, etc
- **Events coming up soon:**
    - **In November:** Enhanced Partnerships and what's possible,
    - **December:** AI - what's deliverable now, but just vapourware of possibilities.

Guidance on how to use TranXChange profile with regards to Stop Activity was updated a few weeks ago (see Issues Log item 4 for details).

8. EU Standards Development (1:12:28 - 1:16:45)

Update from Tim

Recent work on **Raw Data and Statistics Exchange (OpRa)**. Stuff in ABODS - how do you move data between systems? Now formally published, and can buy it from the BSI.

RTIG has done some webinars on it over recent year. **reach out to Tim if you'd like to learn more.**

Work to update NeTEx, used as the planned data format for fares in UK for BODS. Lot of detailed work ongoing and project teams being put in place to update Fares / Ticketing bits of this for EU. And also move to an EN - the next level up for standardisation.

Redoing European Fares Profile - have come up with use cases and examples, and good representation from UK (complex set up), Silvertown tunnel (to get on the bus you need to have a bike!)

Project teams to update European timetable profiles and other stuff.

If you use NeTEx for fares and have issues / concerns - get in touch and I'll help. Also for timetables too if you are exploring this.

The team want to make sure the guidance and implementation advice is more comprehensive and understandable to less techy people.

9. Issue Log (1:16:45 - 1:25:20)

Update from Tim

4 open issues:

- **Support for Block Number** - guidance will be updated as part of next version of PTI profile
- **Distance-based fares** - will be addressed in next revision of Fares profile
- **Updating Transport Authorities** - Devolution / Combined Authorities / Strategic Authorities - NaPTAN team doing work on this, but from a standards perspective, the

authority list is part of enumeration in TransXChange. Know what needs to be done, and I don't have dates yet for when BODS and OTC can start supporting this, hopefully before Christmas. Awaiting OTC to formalise their date. Information coming out soon on that.

- **Stop activity in TransXChange to support non-passenger stops** - introduced 18 months ago. Waiting on release of TransXChange.

Please do raise issues and queries - these can't be all the issues we have?!

Discussion:

- **Peter Stoner - Christmas and New Years Eve**. What is the next step? All that's required is a small relaxation of the XML validation.
- Tim: had a chat with software suppliers - explained its a bit more of an issue and likely not achievable for this Christmas. but we will roll up into next profile update, in time for people to get it into Christmas 2027 releases.

Mike B: updating baseline information on Local Authorities (changes in boundaries) - where is this documented in TransXChange?
Tim: it's in the schema documentation, and also within the schema itself. It's not to do with BODS profile, its more an electronic registrations / OTC (Transport Commissioner) issue.

Mike B: is there a website with this on?

Tim: The schema documentation is a PDF, human-readable, hefty. Transexchange.org.uk. Search for TransXChange schema guidance.

10. Next Meeting:

Thursday 3 December 2026 14:00 - **be ready for Christmas (jumpers / hats etc)!**

AOB:
Dan Saunders: Northern Ireland Translink have started producing TransXChange data for bus timetables across Northern Ireland.