



Video on RTIG You Tube Channel: <https://youtu.be/Wa1U5gG2P0Y>

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

**Actions in red text.**

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## Attendees:

John Austin, Mobihub  
Ian Barratt, Lancashire County Council  
Richard Bassett, Translink  
David Batchelor, Ticketer  
Mike Baxter, Leicester City Council  
Justin Bloom, Vix  
Amy Brown, Traveline  
Graham Browne, WYCA  
John Carr, Independent  
Nic Cary, Waysphere  
Paul Everson, Trapeze  
Adrian Falconer, DfT  
Lisa Geraldie, WYCA  
Kalyani Homkar-Desai, Basemap  
Teresa Jolley, DEFT153 / PTIC  
Mark Jones, EP Morris  
Richard Mason, TfN  
Steven Penn, TfN  
Tom Quay, Passenger

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Tim Rivett, RTIG / PTIC  
Alex Ross, Passenger  
Dan Saunders, Basemap  
Giuseppe Sollazzo, DfT  
Peter Stoner, Ito world  
Mark Taylor, Staffordshire Council  
Rob West, Elydium  
Keith Willis, React-Access  
Tom Wilsher, Ticketer  
Tricia Wright, Nottingham

Apologies:

- Meera Nayyar, DfT

### **Actions review:**

BODS Issue List: just two issued raised by PTIC member. Sure people have more, so please do send through. See item 10.

Stop announcement name - see item 6 for progress.

Tim to put SIRI VM slides and profile onto website. Will do as soon as it's realised (imminent).  
<https://www.gov.uk/government/publications/technical-guidance-publishing-location-data-using-the-bus-open-data-service-siri-vm>

## **3. Bus Open Data Service (5:00 - 33:00)**

Update provided by Tim, as Meera/team not able to join us.

### **TXC profile**

- Slightly revised version that clarifies some questions people have had, and formatting issues, due for imminent release [Nov 2020].
- BODS continuing to accept TXC in whatever v2.1 format you can supply it. There are a number of known issues. On issues list:
  - Expiry dates are a big problem.
  - If you try and put a whole large operators region in in one go, it can't quite cope.

discussion / questions:

- Still waiting for release of the last bit to be clarified (versioning etc) in the Profile doc, as until software suppliers release their new solutions, we (Ticketer) can't test import the files. With everything else delayed, pushing us to limit, suggesting BODS ought to be able



to accept non 2.4 TXC for a bit longer?

- is the DfT TXC spreadsheet tool compliant with the TXC profile, or will be in time? There are some issues re: versioning requirements/revision numbering, as when working in spreadsheets, its harder to keep track of these. Conflict between tool and requirements in Profile.
- Lancs: are there any orgs who have produced a 2.4 exporter yet? Lancashire have a commercial proposition offer. Are there any orgs who can actually produce it yet? It seems difficult for it to all get done and implemented by 7th Jan.
  - Answer: no, not yet, but lots of work in progress:
    - OmniTIMES are working on it and expecting to release this month.
    - Ticketer needing some clarification - seems not at the moment.
    - Trapeze: for Local authorities, being developed and tested this month, but don't know about our services (Stagecoach and Arriva) for operators at the moment.
- anyone any clues as to why there are relatively low number of operators (27) already signed up to BODS? Thought it would have been more.

**Action: Tim to try and find out how many operators are on board with it**

## **SIRI VM Profile**

Had first draft for a while now. Will have next one soon, and going through checking with DfT teams for online distribution very soon. Final QA stages before publication.

Quite a lot of operators suppliers data in VM format already.

Tim: has anybody been able to get access to it and consume it in test mode?

Passenger: have taken some of the beta data into their system and works fine.

## **questions/discussion**

### **Q: Frequency of SIRI-VM updates**

What is the guidance on frequency of SIRI-VM updates? Will there be a minimum requirement from government for say every 10 second updates? Updates at less than 10 seconds are much better for passenger experience.

answer:

- guidance is minimum every 30 secs, with maximum of 10 second updates.
- where no vehicles running, will need a heartbeat at every 30 secs to maintain SIRI subscription
- regulation does not specify frequency, just that it must be provided
- aiming to keep data volumes at sensible level, to balance cost and capacity

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Nic: got to have a drive / push on this, because of clarity and clear down etc. Sad its taking so long to drive user experience into this, as opposed to just thinking of costs (don't believe it does as much as it did).

Tim: 10 is a lot better than 30!!

**Q: Is provision of SIRI-VM to SIRI-VM profile a guidance or legal requirement from 7th Jan?**

answer:

- It is a legal requirement from 7th Jan and will need to be 2.4 profile. but recognise there will be a bit of a transition.
- Recognise challenge for some people is inclusion of block ref and other fields that make it possible to match accurately with TXC to make predictions.
- Pressure likely to come from those needing this, where this isn't provided.

## **Fares (TfN)**

Richard Mason / Steve Penn update.

[Slides Fares DBT](#)

Key points from slides:

- TfN fares tool supporting operators to create simple fares data in NeTEx format.
- TfN developing tool for DfT to roll out nationally.
- Agreed product roadmap running up to Dec 2020.
- currently in private beta phase, and delivering against roadmap on time.
- completed features for capturing LTA's to register to create fares data on behalf of operators.
- Architectural change board part of process
- Also exploring operating model beyond 11th Dec with DfT commercial / procurement
- GDS assessment 28th Oct. mock assessments in the run up, with feedback.
- wider stakeholder work: starting to share NeTEx files with operators, and multi-ticket providers. Also supporting Meera with ETM supplier working group, to drive consistency across the industry.

Key activities:

- Multi-operator ticket feature
- school service tickets
- architectural change board and GDS assessment later this month

question/discussion

**Q: School fares - school services don't have to be in BODS I think? Will they be required to have fares in there too?**



answer:

- still a bit of uncertainty required around school services. School passes can be sold for use on public services, or specialist services.

**Q: Is this go live on 11 Dec, or just pass across to DfT?**

answer:

- expect to be in public beta before then, and operators should be able to register in November, and it should just be a switchover of management and ownership.

## **5. Bus Stops / NaPTAN / Giuseppe (33:00 - 50:50)**

Adrian Falconer update:

- made changes to website recently, so that web content and app for NaTPAN meet accessibility requirements, and have gone live in stages in the last few weeks.
- no feedback or negative issue so far, but welcome comments and feedback,
- plan to close down other websites in related days (e.g., ones related to Transport Direct is an example, which is archived by National Archives.

The focus for the team will then shift to redeveloping the back end of the NaPTAN service, to make it more stable and secure, and reduce the occasional issues that people face. This will be informed by a holistic view, and we will be engaging with PTIC and others to inform a longer term 5 year plan for future, and what the service needs to provide.

### **Questions and discussion**

**Q: West Yorkshire issues - new stops / names not getting reflected in whole file...**

Reported it to Sam Fowler, as we had some problems around July time, with new stops / names we've updated are not getting reflected in the whole file. Upload process seems fine with no error message, but error message in download suggests cached data issue, and changes made are not included. Are others affected by this?

answers:

- aware of some of these issues, team are working on the new and supporting the current system. If this is affecting large number of local authorities, please do let us know, we need to prioritise the fix to it.
- aware that Staffs and SYPTE have also had a few problems.

**Q: Issue downloading CSV export for specific area - gives corrupt zip file**

First did CSV for whole country without logging in, all fine. But to download just Leicester had to log in, and ZIP file was corrupt with a CSV, but fine with XML.



answer:

- we are fixing the issue of some downloads being placed behind incorrectly behind a login

**Actions:**

- **Mike Baxter to supply details of corrupt CSV file issue, to Adrian in NaPTAN team, to look into.**
- **All: please report any issues you find to the NaPTAN team, so they can fix things.**

Adrian is the head of the new NaPTAN system, Giuseppe is head of the current NaPTAN system.

**Q: Are there any longer term plans for access to updating the NaPTAN dataset?**

Trying to find out which Local Authority owns which stops. Might get user feedback from public or operators, but don't know who is managing the stop. i.e., if there were issues with stop, which Local Authority do we report it too? Or are there other ways to do this? Currently, route for making changes to NaPTAN stops is really opaque, as we don't know who does what, and it can take months to follow through.

Also, it's really hard to find contacts in LAs, so would be great to have a list of who we can approach to do this in each LA. Important there is greater transparency about who / what happens.

answer:

- (DfT NaPTAN team) not sure we want to change rights of who can upload system, but yes making it quicker and easier to manage data. Setting sessions up late Oct / early Nov to explore NaPTAN needs. Want to have more in-depth discussions.
- (Notts) as someone who does manage NaPTAN, I recently had report from Miles at DfT with issues related to stop bearings or names. Most of these are passed through or back, and so know progress is being made.
- (Tim Rivett) with Local Authorities having mandate to manage NaPTAN from Jan, should be easier to engage with Local Authorities.

**Action: Tim/PTIC to circulate details of NaPTAN sessions in next few weeks.**

## **6. Stop Announcement Name (50:50 - 1:03:55)**

[Paper available on PTIC Website](#)

Requirement under Bus Services Act for operators to provide Audio Visual information. Consultation for this happened at same time as Bus Open Data. Slightly more complex, and still not published yet. For much of last year, accessibility team been sorting Vehicle Registration / permit changes.

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Are preparing to present it to ministers in next few months, hopefully be end of Financial Year and maybe even calendar year. Starting to think about Regulations.

Work last year to identify the field in NaPTAN. PTIC members worked through details over summer for population of short common name

Thanks to Mark in Staffordshire, not only helping to create document but also put all Staffs data through it. Dataset ready to be tested if its useful for you.

Information will be displayed on displays inside of vehicles, so space limited to 19 characters. Choice of abbreviations to shorten names. Seems to work for vast majority of stop names, but will need to be a small number of local variations.

Mark learnt there will have to be some manual intervention. 'School' is a challenge, as it doesn't have an abbreviation. In addition to national standard, will have to be some local nuances. There is a challenge of identifying some abbrev's if not part of Regulations.

### **Questions/discussion**

**Q: From developer perspective re: working with text to speech engines, the input required is often very different to what is displayed. Experience with Alexa requires inflections etc to be defined. Is this handled by manufacturers of the device, or will this be part of NaPTAN or regs?**

answers:

- can't change NaPTAN, and can't change it in next few years. NeTEx handles this much more effectively. But given we are with NaPTAN for the next few years. System suppliers of on-bus AV displays, there is not common phonetic way of coding - different for each text to speech engine. Unless we were going to specify a whole consistent single national standard (which we won't do) each text to speech engine users will need to tweak to fit themselves.
- In Northern Ireland, recording everything and piecing them together as MP3 or WAV files, in part because pronunciations are just too tricky for text-to-speech engines to cope with.

### **7. BODS Issue log (1:03:55 - 1:09:50)**

Saw an earlier version of this, a list that we all feed into and DfT / TIL work through it and provide updates.

PDF copy available on the PTIC website.

Yellow are updates since last iteration of this doc



**Question/discussion:**

**Q: Is this being made available online somewhere so we can follow along as things are progressing? Things are moving quickly and would be good to keep an eye on this.**

answers:

- yes this is available on the meeting notes section of the PTIC website

**Action: Tim to check with Julie and co, and if possible make updates available online on PTIC website**

## **8. Traveline Projects (1:09:50 - 1:30:30)**

Traveline update notes

Despite covid-related challenges, Traveline-branded channel are back to 85% of customer demand compared to this time last year for journey planning and customer enquiries.

Can track where people are going into local lockdowns, looking at stats - it does dip a bit in lockdown areas.

### **Journey planner**

Many places now using Traveline Journey Planner compared to local / previous ones. It's been a plan by Traveline to get more consistency in format of travel information / Journey Planners, in response to survey feedback from Transport Focus. Timing and approach due to a mix of contract expiry and desire for more consistent approach given BODS:

- North East: Traveline now providing TNDS data factory processes
- North West have been using Traveline for some time
- SYPTE now using Traveline Journey Planner engine, along with Transport API user interface, replacing the previous Trapeze regional solution
- South East, Anglia and East Midlands have closed down their local Journey Planners a few weeks ago, and now pointing people to Traveline. The regional organisation is carrying on the data factory process.
  - may not have been communicated as well as it could have been. Was actually planned for earlier in 2020, but delayed by mixture of BODS and Covid.
- West Midlands, still with Mentz (which has got some useful features in it), but maybe switching?
- South West: think this is the only region still operating their own journey planning engine

### **TNDS**

Traveline still continuing with this, and still high demand for this especially from open data users. Lots of PTIC members use it. It also includes non-bus, and other things excluded from BODS.



Traveline will need to review once BODS delivering consistent TXC format for all routes. And could then take data from BODS into TNDS. But for the foreseeable, will need to keep running some of the data factory.

Statutory Instrument for BODS excludes Scotland, Wales and London. Scotland and Wales has process in place for building own national dataset. TfL make their own data available. Some interesting challenges Traveline find are where some authorities are stopping supply of data to Traveline, either at regional data factory or direct to Traveline, as BODS comes online. This is leaving a few holes that need to be patched.

- Trying to get the data direct, from operators like Reading buses and Nottingham City.
- Will get increasingly harder to maintain a complete TNDS.
- With Traveline as an operator-funded operation, so funding changes are an issue.

### **NextBus API**

This is the SIRI-SM enquiries service. Contract runs until Sept 2021. Early 2021, Julie and team will start to ask those using it, Local Authorities and app developers relying on it, to explore what's possible. Options review going forward.

### **Questions/discussion:**

**Q: Would be good to understand the size of the gap between TNDS where data not being supplied by LAs and being plugged by BODS / 'Passenger' operators publishing directly.**

- What does this gap look like at any given time? Meaning we don't have all the data in any one place - if we download it, how do we know what is missing? (worried about integrity of data potentially split between TNDS and BODS)

**Q: Also, if I download a timetable from Traveline, how do I know how accurate it is?**

- It's not obvious from the Traveline website re: health warning about timetable accuracy. Is it valid right now? Is there a scheduled change at some point?

answers:

- Traveline planning to add additional field to the download data service report, identifying data source (BODS / Operator)
- Tim: there are big issues with schedule data re: changes to services during Covid. Keeping up to date with all the changes in timetable changes is a challenge right now. Much harder position than anybody has ever had.
- Tim: suspect things will improve once dispensation period rolls back to more 'normal'. Covid dispensation currently due to finish at end of 2020. This might change depending on lockdowns etc. changes to registrations etc.

**Action: Traveline / Amy Brown to follow up and explore how to provide insight into data integrity and split between BODS / TNDS.**

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**Q: Is Traveline going to change process to take the latest BODS profile version?** Otherwise LA's will end up doing it in two different formats? Experience is that had files failed for upload to TNDS.

answer:

- Traveline continue to publish TNDS in 2.1 and 2.5.

**Action: Traveline / Amy to respond to Ian Barratt re: TXC formats Traveline will accept for import (specifically can Traveline accept a BODS 2.4 Profile format?)**

## **9. EU Standards development (1:30:30 - 1:35:28)**

Update to SIRI progressing well. Revised XSD files are available on GitHub. Still a few change requests to implement, but all the hard ones are done, and in process of ensuring documentation matches technical code. This will keep SIRI group busy for next few months before submission to CEN for formal release. Will go to CEN by end of this year, and hopefully approved through the CEN processes during 2021.

SIRI 2.1 theoretically available for use by end of year. Draft docs to be provided on request or a replacement for Nick Knowles website.

Update to NeTEx and Transmodel taking place, to include new modes (electric scooters etc). More flexible approach to include these in it. To be released 2021.

Trans National project group to encourage adoption of data standards, 'Data for PT' which is an EU funded project is up and running. Starting to develop a work plan. Their first workshop 5th Nov will look at what people need help with to encourage adoption.

Starting to collect data from each of EU countries to create common European passenger profile, common across Europe, to allow transfer of data more easily between international Journey Planners.

## **10. Issues Log (1:35:28 - 1:36:45)**

Still only the one issue - request for change to SIRI to include fuel type, to enable tracking in real time. Now [coded and available on GitHub](#), with documentation underway.

To raise an issue log, use form on [PTIC website here](#).

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### **AOB (1:36:45 - 1:37:28)**

Keith via chat box: React have a Bus Stop Wiki where people can report upon a bus stops information quality (NaPTAN and Timetable), and also a stops features/assets and accessibility, which would go to the authority owner and provide a feedback loop to originator. We are looking for authorities to test and refine, so please contact [info@react-access.com](mailto:info@react-access.com) if interested.

### **11. Next meeting**

Normally Feb, but early December suggested because of all the BODS work taking place. 3rd December agreed. Xmas hats and jumpers.