

Public Transport Information Coordination Group

Notes of meeting

Held on 9 October 2014 at the offices of Metro in Leeds

Present :

Mark Cartwright (RTIG - Chair), David Houston (First), Graham Browne (Metro), Helen Pattington (DfT), Ian Gray (mdv), John Carr (independent), John Nott (NTA, IE) , John Prince (Traveline), Julie Williams (TIL), Mark Taylor (TWM), Martin Siczkowski (VIX), Paul Everson (Trapeze), Peter Stoner (Ito), Peter Warman (FWT), Richard Warwick (Arriva), Rob West (Omnibus Systems), Roger Slevin (independent), Russell Gard (Nimbus) Sarah Disborough (Silverail), Steven Penn (TIL), Tom Lake (Interglossa)

Apologies :

Chas Allen (Stagecoach), Ian Barratt (ATCO), James Bunting (CFBDP), John Rowe (MVA), Kieran Holmes (independent)

Thanks were offered to Metro for providing the accommodation for hosting the meeting and to Trapeze for arranging for the buffet lunch.

Notes of last meeting on 11 June 2014

No issues raised.

Matters arising from last meeting

All matters covered by agenda.

DfT Continuing role

TD's web site closed on 30 September. HP reported that DfT's future role in this area is becoming clearer – taking an oversight of data supply and journey planning and travel information services. DfT is working with Traveline on TNDS, and has an ongoing interest in data standards and will consider new initiatives – and will continue to be members of PTIC. Will also be involved in a stronger DfT interest in Open Data. Staff generally are unchanged, but Chris Gibbard has retired and former contractors are no longer involved. PW asked if the DfT role will be one to push initiatives or simply a watching role – probably a mix of both. TL has asked what has happened to the journey planning assets – HP explained that the complex system included licensed products, but where code was created specifically for DfT then it is freely available (but it is not state of the art). HP confirmed to JC that there is Ministerial support for the activity. DfT will also have a role in relation to European Standards and also non-PT standards. MC noted that DfT does not currently have an engagement with BSI – and HP acknowledged this was currently the case.

TXC Publisher (PTIC 091) – HP advised that progress has not been made with this in the expected timescales, having had to resolve an IPR issue over it. DfT are also trying to get DVSA more fully engaged with TXC 2.5 requirements. Progress is expected over the coming months.

HP reported that NaPTAN viewer had also closed – and DfT had commissioned ITO to make

improvements which have been released, and there will be some further usability improvements (particularly removing DEL records from the stats) which PS expects to be released in early November, which is the earliest it can be delivered. JW noted that Traveline also paid towards the Ito tool. JW supported RS's plea for the earliest possible release of the modification of the stats to ignore those related to DEL stops.

TransXChange v2.5

HP repeated her assurances that DfT were engaged with DVSA about the use of TXC 2.5.

JW reported that TIL will be adding a 2.5 version to TNDS to enable accessibility data to be included – at the same time it will be de-duplicated and published three times a week. One issue that will need to be addressed is the addition of non-bus modes. Schoolday data differs between regions – only 50% have dates, all should show Sch. Guaranteed connections – the advice from Nick Knowles is that they can be handled by repeating information in each service, though RS and PE had considerable doubts about this. A worked example was requested as soon as possible. JP picked up on the need for persistent service references and the possibility that a structured approach to this may be necessary for the future. RS was asked to supply examples of real-life guaranteed connections that need to be handled. RG asked what the roll out timescales are – JW commented that 2.1 will not be abandoned for a very long time, but 2.5 will be in addition to carry the enhanced information that can only be handled in 2.5. Noted that TNDS is converted to ATCO.CIF by traveline's contractor as a commercial use of TNDS as open data. 2.5 files created by traveline are being shared with a community of open data developers to allow them to comment on them.

Improving data quality

Traveline's JIRA report can be downloaded as an Excel file from the JIRA system by those who are registered users of the system – it is open to all traveline regions, major suppliers and major data users, but there is a limit of just 20 users of TIL's JIRA. RS and PE were both able to look at this, but PS advised that ITO did not have a log-in even though they take TNDS each week for use by Google.

Cross-border de-duplication will be handled soon in TNDS 2.5. Persistent service IDs – this is better than expected in the Trapeze regions. Mdv regions have not yet been analysed for persistence. Users of JIRA can put a watch against an issue – but still won't see new issues. Also possible to have an RSS feed. SP offered to set up a mailing list to alert users to known issues.

Cross-border services in 2.1 will not be de-duplicated. In 2.5 they will be, which means no region in 2.5 will be complete – but excluded files for a specific region may be made available on request. TIL will get Basemap to try to identify new duplicates and then they can be agreed with regional advice.

MC raised the question of using the publisher to identify data missing in registrations. RS had not investigated this but noted that this was really a matter for DfT to take into account in any upgrade of the Publisher

RS raised a question about latency in data flows and frequency of updates – this will become easier once TNDS is available three times a week.

Implementing Serviced Organisations

PS introduced the topic of Serviced Organisations, where there appears to be a lack of generally

known information and little implementation. Guidance on Serviced Organisations is in the TXC documentation (see v2.5). Source files are held in TNDS database – but dates in those files need to be refreshed. Cabinet Office funding to TIL has been secured to make NOC operationally robust, and also for an Education Term Database, which is expected to be based on data in EduBase. AtcoCode, school code and LEA area code in a database that will be created. Will not include private schools and universities or colleges at present. Link to existing files is from the travelinedata portal.

TXC files should hold the dates of relevant serviced organisations at the start of the file – referring to either or both term dates and holiday dates. It is very efficient way of referencing dates in TXC files. Important to adopt the national serviced organisation codes rather than locally determined ones to avoid conflicts. There needs to be a mechanism to refresh the dates as Registrations may outlast the original set of dates.

DH commented that serviced organisations data is not necessary in all uses of TXC such as fares.

RS commented, with support from MC, that Registrations really ought to only reference Serviced Organisations and there then needs to be a mechanism of linking that to a database (from DFES?) that contains the dates – however RS was cautious because individual schools negotiate variations, and operators sometimes do not run strictly to school dates. JP was also concerned about the software changes required to get the serviced organisations into local database software. PTIC should declare the education establishment codes as a protected range of codes to ensure that locally determined codes do not duplicate the ones in the education database.

HP will try to find out more information about EduBase and the availability of term dates.

DfT Consultation on Bus Registrations

HP noted that there has been nothing published as yet. There was a wide range of responses which has delayed publication of results. EBSR issues will be subject to further discussion with key stakeholders.

National Operator Codes

Money now available to put this on a proper footing before March 2015. SEAM's NJP has resulted in SEAM taking a strong interest in NJP – and SEAM had noted that regions generally do not appear to be engaged in the process. JP noted issues with operator licence numbers which are withdrawn still having links to them through local operator codes. RS was concerned that JP's emphasis still on O-licences was misplaced and had been discounted at the last PTIC meeting – though JP felt that others were still interested in O-licences. RS raised two concerns – one about persistence of operator codes which must not be re-used (which JP accepted), and the other was the need for the data to be managed so that extraordinary edits are considered carefully for their unexpected consequences before they are implemented.

New Work Items

NeTEx part 4

No immediate interest has been expressed in this work item – UK therefore will not support the work item.

SIRI part 5 (SX)

RS advised that SIRI was a work item in which the UK has been involved since inception – and there was a possible interest in this work item which will revise and extend SIRI-SX. MS questioned whether there was a UK demand for SX – and RS indicated that he thought it was becoming an increasing requirement to enhance information in relation to disruption incidents and in respect of accessible transport infrastructure.

Updating Transmodel

Not discussed.

HP was asked to convey back to DfT that there was a need for T&S support to individuals to encourage and facilitate continued UK participation in standards activities in Europe.

PTIC Issue Register

Issue 093 about Isle of Man codes has been dealt with by correspondence. The agreed arrangements will be capable of being built into UK standards in the future.

www.pti.org.uk web site

This domain has been made available by traveline for PTIC use. This will provide web space that could be used by PTIC for circulation of documents etc.

Any other business

None

Next meeting

It was agreed that this should take place on Thursday 26 February 2015, between 1300 and 1600. Traveline will see if this can be hosted by them at CPT in London.