**Public Transport
Information Coordination**

PTIC 09 June 2022

You Tube video: https://youtu.be/tkBU86BuH3c

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

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Attendees

Adrian Gruetter, Ember Buses
Aiden Proctor, Omnibus / EPM
Dan Saunders, Basemap
Darcy Harmer-Manning, Passenger
David Batchelor, Ticketer
David Fitzgerald, Arriva UK
Josh Goodwin, Bustimes
Keith Willis, React Accessibility
Mark Jones, DfT
Meera Nayyer, DfT
Mike Baxter, Leicester City Council
Neil Mackinnon. Stagecoach
Nic Cary, Waysphere
Sara Al-Adely, DfT
Steven Penn, KPMG
Peter Stoner, Ito World
Richard Hall, Ito World
Rob West, Elydium
Nathaniel Tann, Singapore, curious of UK developments
Tricia Wright, Nottinghamshire County Council
Tim Rivett, RTIG
Teresa Jolley, DEFT153

Apologies:
- Triumph Okojie , DfT
- John Carr, ATCO
- Keith Sabin, Shropshire
- Adrian Falconer, DfT (drop in)

1. Introduction

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2. Notes of last meeting 3 March 2022 (7'30" - 13'00")

Actions:

- Triumph and Mike, number of operators on BODS (not progressed)
- Triumph and Sarah - happened
- Tim and Meera to circulate latest Transport Focus reports
    - Women and Girls on transport
      https://www.transportfocus.org.uk/publication/experiences-of-women-and-girls-on-transport/
    - Fflecsi – the experience of Demand Responsive Transport in Wales
      https://www.transportfocus.org.uk/publication/fflecsi-the-experience-of-demand-responsive-transport-in-wales/
    - Bus User Weekly Survey – trend analysis report
      https://www.transportfocus.org.uk/publication/bus-user-weekly-survey-trend-analysis-report/
    - Transport Focus and Traveline have worked together to understand what transport users want from a journey planning tool and what they think of Traveline's existing products.

https://www.transportfocus.org.uk/publication/planning-journeys/

- Keith Sabin - NaPTAN - raise the need for Lat/Long in NaPTAN (causing challenges for some data consumers)
- Journey Planning - ATCO-PTIC workshop to be arranged soon
- Traveline - Mike and Amy - talking about costs for NextBus service in Leicester (Amy emailed, Mike will follow up)
- Issues Log: Richard Hall and Mike to discuss access to Ito NaPTAN viewer (Richard - were in contact, expectation that Ito will come to end shortly, but hope that DfT provide alternative for future. Mike - now able to refer to colleague for access, so that works. But interested in whether it will stick around.

3. 15-Minute Neighborhoods (13'00" - 55'05")

slidehttps://pti.org.uk/system/files/meeting_files/papers/4.%20Mobility%20Data%20and%20the%2015%20Minute%20Neighbourhood.pdfdeck link

Quite a bit of work going on in this, such as Paris, and US on how to make places more liveable.

Meera giving background and update - keen for us to have some thinking time on how we can help.

(14'06" - 16'15" connection issues)

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(Tim on behalf of Meera from 16'15" to 22'30"): DfT doing some work on mobility and how data can help passenger experience.

Open Transport vision - improving passenger journeys. Higher quality data, making it open, complete, accurate and people keep it up to date. Rather than isolated sets of data, there is a place to go to for all transport data, rather than narrow focus on e.g., just buses.

Recent consultation on Mobility as a Service (MaaS) and data requirements that might come out of that. Wider think about data and what it will mean. Journey Planning apps increasingly available. Can some of the early-developed solutions with BODS data be grown in scale, and widen out?

Trying to tackle wider environmental challenges we have. Transport generates a lot of carbon and particulates:
- Bus-Rail integration
- Walking, cycling and micromobility
- Inclusive transport and accessibility
- Mode shift and public/active/shared transport
- Low traffic / 15 minute neighbourhoods
- MaaS

Journey Planning apps - when TfL started to make their data available, new and exciting suppliers that came into the market. DfT is trying to take that model and scale it up to national level.

BODS now has TfL data in it, so now complete England. How can we benefit from TfL's learning?

Experience considerations from recent research:
- Waiting feels like time drags - minute of walking felt like 3 minutes of travelling
- Walking feels long
- Clean trains make it feel like the journey is quicker

22'30": Meera back in.
Data journalism and messaging - TJ and Nic experience
What sort of impact do we want to have on society?
Interest has turned to things like the 15-minte neighbourhoods.

Global idea, but how might it work in the UK? Levelling Up? Complying with Sustainable Development Goals (SDG)'s, specifically SDG11. **Want to take this opportunity today to explore:**
- **how much great work have we already done,**
- **where does that take us to,**
- **where do we need to go in the future?**

Salient points for Meera are -
- interesting that where people have a map
- using public transport is inherently complex - it is easier by car - so when you decide to take active or public or shared travel, adds a layer of complexity - and this needs to be demystified.

Journey planning solutions like Google and Apple Maps, CityMapper etc, reduce cognitive complexity.

Other reasons why people don't use Public Transport.
- does not always complete on journey time
- Perception and quality of map had more impact than actual journey time taken
- When people spend time waiting - feels three times longer when than when not waiting
- Cleanliness

Starting point - just as we have completed the MaaS Code of Practice consultation and what we ask providers to do in future, beyond encouraging people to consider health benefits, need also to think what the solution needs to provides beyond ticketing and Real Time information
- provision of high quality maps
- incorporate active travel
- how are points of interest clearly signposted (both in real life and digitally)?
- how do these digital solutions support the creation of community - not just travel A-B, but what events are going on along the route.

Thinking how mobility an transportation connects us to how we live. Connecting people and places.

What needs to be in our mindsets as next generation MaaS and Journey Planning design?
- experience the passenger has
- perception of using transportation
- how it helps them connect to people and places
- productivity - high quality productive time when on public transport

How many are familiar with the concept of the 15-minute neighbourhood?
- Dan Saunders - at Modelling World - companies here talking about this very thing here.

Meera: now spending more time in home localities. Balance between work and home localities. Urban villages or retreats they go to locally. Everything they need is within a 15 minute walk.
- Train used for inter-city travel.
- Rest are more intra-city.

Maybe the balance is about 4-5 days in local home neighbourhood, 2 days in cities.

Need to rethink purpose of urban villages, city centres might be places where we spend less time,

[33'48" - 35'20" losing connection again...]

Tim: How do we live and work in the urban villages and small areas. Not new, it's hundreds of years old, back to original planning in US. Think we are better off than in UK and some parts of western Europe than some of the large sprawling metropolis of the States and Far East, because we originally started our cities as villages that coalesced. Large cities are now trying to start reinvigorate this.

Need to have all that you need nearby. Have got places where people can take exercise, play, green space, access to wider transport network, work etc.

Paris example of 15 minute neighbourhoods. Milan and Melbourne exploring how to apply it.

Action for group discussion: The challenge for us, and where DfT is coming from, is - to make this work - what mobility and transport data do you need? It's up to others to think about locations of hospitals, education etc, but for us our challenge is:
- **Transport data and tools that planners might need?**
- **What new data might we need?**
- **What standards might be needed to support that?**

There's an opportunity for us to make a difference in this world as lots of places are just starting to think about it. Feeds into the Journey Planning question too. Some of the other things - how to present information? How might roadworks get involved in disruption information?

What we need to do now is have a think and discussion about how we as a group might be able to help some of this thinking, and how we might work with others to progress thinking around this?

Questions / discussion (44'40")
Dan Saunders - Modelling World
No-one has moaned here about lack of data. BODS has been mentioned a bit regarding access to fares and RT data from BODS has been talked about here too. TfWM, TfGM. What they are crying out for is data that not yet available? Cycling? Footpath data - status of footpaths? Policy re: development. Transport for New Homes - still new homes centred on car access. If they reduce car parking spaces available, then people still find places to park. One example where the alternative provision for options other than car not also equally thought about to encourage the switch.

Modelling said could walk along it, but it was a 50mph road with no proper footpath.

Might spend all the £ implementing it and no-one will use it? Worry / fear?

Will not change the way you travel now, if everything is ok. Questions have been:
- Is it more of a marketing thing?
- roads pricing?

Nic: very welcome summary from Modelling World. Absolutely loads of data available on cycling and walking, but it is not available in public domain. Google, Apple, Mobile phone. Shortage of stuff that is openly available which is the challenge. You can infer if you can whether people are cycling or walking. But we need to democratise that to make use of it.

Dan Saunders: chatting to a company - Teralytics - who take in mobile phone data to give this, but as they need to take off the first and last five minutes - not a great¡ solution for 15 minute journeys!

Cycle Streets - good network, and push theirs into Open Street Map. Not great for LAs who are pushed to use Ordnance Survey rather than OSM. But data quality in OSM is much better than in Ordnance Survey.

Teresa: sounds like there is more of a need for marketing / communications data to influence and persuade for messaging. More storytelling to communicate and engage, in addition to the technical data to get sorted.

Dan: work with Staffs - messaging and communications, storytelling. Empowering people to make their own decisions. Behavioural change - educating at early age, more of influence.

Tim: What can we do? Sounds like the data is there, but people perhaps don't trust or believe it. Should be doing things that say - 'here are the data sources; if you are trying to do things, here are some inspiring ideas on how you can use it'

Darcy - really good idea. If we are modelling something, or new way to model something, then sharing that with industry partners up and downstream will be useful. Share what we are finding with industry, because its an industry problem to solve. Openly share some of these ideas - sometimes gets hidden or not moved on.

Action for Tim - doodle for interested people and follow up in next few weeks. (completed, paper produced by the group is on the agenda)

Adrian: NaPTAN schemas currently cover stops, but could be expanded to cover scooters / other stuff. Is this interesting, or does this cross some boundaries?

Tricia Wight: Local Authorities already manage station frontages and taxi ranks, so why wouldn't we expand to other modes like bike storage locations? Would come down to whether Local Authorities want to.

Adrian: recognise Tricia is almost the sole voice of Local Authorities on this call, but useful insights. Sounds like it would be positive.

Tim: could NaPTAN be extended? Europe is thinking along these lines. NeTEx and Transmodel changes in last few years have included new modes data structures, and at least one of them in the standard (early, v1 never perfect right first time). UITP and European Commission is thinking.

Neil: extend to cycle rental etc and Car Clubs? Rather than have Local Authorities be responsible for capturing the data, make it a requirement of the license to provide GIS point polygon data. Lime Bikes etc might not even be docking stations. IT would instead be pinging real time locations of the bikes.

Adrian: Feels like this might be the boundary of NaPTAN given what NaPTAN is designed to do - focus on long term infrastructure, rather than individual locations of specific bikes.

Darcy: stations and depots could be useful for NaPTAN, but individual bikes / scooters might be just too much detail.

Mark Jones: interested to be in this group for what use cases are - academia also - using open data to do their own research. Might be good news stories from that too.

Darcy: Bike share, there is a GBFS specification openly available, so location is interesting, but location of where bikes actually are is probably more useful.

4. Bus Open Data Digital Service (1'17"45 - 1'19"00)

ABODS roadmap - how the datasets are consumed - looking for user feedback and internal agencies on how they are consuming and using ABODS - anyone who wants to input into that process, welcome.

From BODS, no updates.

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4.1. Routes & Timetables (no updates)

4.2. Location Data (no updates)

4.3. Fares (1'19"00 - 1'33"30)

Update from Steven Penn

Deadline for simple fares came in in January this year. Only 50% operators publishing fares, and data quality issues on NeTEx being published.

Roadmap for this
- Simple Fares validator v1
- Simple Fares validation v2
- NeTEx for BODS guidance documentation
- Complex Fares

Simple Fares validator v1 - happening right now. Plan to bring in validation for simple fares published on BODS in near future. Will have two iterations of logic to help avoid previous issues. Writing rules and guidance - to be sent out to the NeTEx suppliers tomorrow. Initially focusing on standardisation rather than data quality. So that data from Vix, Ticketer and Fares Service are of all same structure for each product.

Sprint for the ETM suppliers and Major Operators will look through this logic, and feedback comments, then final development, starting in mid-August. Two months for this, then release, and pause for checking and testing with different operators.

2nd iteration of the validator will be begin planning in September - user research through to October. Consult on new rules - will affect versioning (thorny issue), prices (some keying into ETM machines is not how it should be - using cell based for flat fares), then development for that due to start in Nov.

Will be writing a NeTEx for BODS guidance document - covering simple fares, and also post-publishing checks - advice on how to code things up like circulars and other unusual routes. **Engagement opportunity: Consult with wider industry in September in time for the next PTIC meeting. Welcome feedback on fares data as part of that in next PTIC.**

Complex fares

Talking with ETM suppliers and operators alongside 2nd iteration of simple fares, and focusing on things that have not been addressed yet (post-paying capped products, etc) not necessarily official complex fares, but they haven't been developed and addressed or applied yet.

Development work planned for November, then post-publishing checks (between TXC and NeTEx) to begin in early 2023

Questions / discussion (1'27"30)
Dan Saunders: feedback on how matching between BODS? Mismatching examples I have had to deal with. Work to address these sorts of issues in validation?

Stephen: No, validation work will not address this, that's more for the the post-processing checks will not check specifically for this. Validation is about data structure. In terms of comparing it to the TXC that in the future At first, comparing Line ID to ensure it relates to something on BODS is the starting point.

Mike B: Proportion of operators not on BODS?

Stephen: about 50% operators in scope of BODS supplying fares data so far.

Action for Tim: I can find and circulate them. Last set of figures was about 95% of operators supplying timetables. Compliance with the profile is probably about 80%. For AVL, good number of people providing these, >90%

David Batchelor: on BODS itself, data catalogue that shows all operators and what they have published, and updated every day. There are about 250 compliant feeds. 10-12 not with feeds. Some also missing, because of registration / checks to see who needs to be on BODS (checking to see if all these applications are in agreement with Traffic Commissioner)

Browse Data > Guide Me > Links to catalogue.

5. NaPTAN Project (1'02" - 1'17"45)
Update on a few things…

Two public meetings this month:
- top naming
- data quality tool

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NaPTAN redevelopment update

- some Local Authority testers to test the upload service
- In July, hoping to open this to all Local Authorities, and also provide new NTPG localities download
- end August, switch off old system completely
- more information will be coming on this

Going to do something first time in 20 years...!

- **NaPTAN schemas have sat in same file location and published to same place for years. Need to move them because they are on legacy system**
- **It would have broken the old system, we went to external schema and validated it,**
- **Don't know what problem this will cause for others' systems**

Wonder how this will affect your system - bit concerned and unknown re: software companies.

Nic: a couple of suggestions, with web services it is trickier, but a 301 or 304 redirect should work, provided new system can be cope with this. Worth doing a trawl with Google Analytics and analyse where the traffic is coming from, then push out something to the administrators of those places.

Big customers need to be served well, and might be worth an email to their SysAdmin to warn them.

Adrian: It is the unknowns that I am worried about. I will see if I can get more from the analytics to help us pinpoint them.

Also doing some work on improving the data in NaPTAN - deeper dive on certain things. For some Local Authorities there might be some tweaks - get in touch if you see strange or odd things, as we have a team looking into things. If you have long standing bugbears - let us know and we'll pass on to the team to sort.

Future of NaPTAN is next after the rebuild after new setup. Deloitte will help us do work on the future of it. what might schema need to change? Plusbus? School stops? More information on rail station platforms?

There will be a permanent team who can make changes to NaPTAN in the future.

May or may not mean end of my working on things? Sarah will be the long term home for NaPTAN stuff.

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Questions / discussion

Mike: replacement for the Ito world viewer thing?

Adrian: yep, it's name for future is NaPTAN Data Quality Management Tool

We have been redeveloping something at the moment, but taking a bit longer than we hoped. So the will be a bit of a gap between switchover to new. Sarah hosting meeting at end of the month.

Sarah: internal team - gathering thoughts on replacement tool. There will be a bit of gap. Asking for help and input for that, then testing timeframe for that too.

Mike: can this not be stretched to avoid the need for a gap?

Sarah: we looked at this, but with contract extensions reaching their limit etc, it's not been possible.

Action for Mike / Sarah / Adrian: lets discuss alternatives. What problems does it cause?

Mike: A lot of people use it to view details without having to download the data. People in bus companies etc. No doubt there are other viewers available but might not be free, or as widely known about.

Rob West: we prototyped a basic NaPTAN Data Quality tool 18 months ago, when initial idea of Ito world product falling by wayside, but because of uncertainty - not clear enough reason for us or others like us to develop and get market for it.

We and other suppliers are here to help, but difficult to do that, when we don't know how long it will live for.

Sarah: Overall goal is that DfT will house a tool and will be free to use for everyone.

Adrian: the old will be switched off at end of June this time. Definitely no extensions past June.

Darcy: when will new one be available?

Sarah: Latter end of this year, 3rd/4th Quarter, September time. Need to have right mappings and visualisations for data points.

6. Journey Planning – "I plan therefore I am" (1'33"30 - 1'35"00)

John Carr posed question → workshop with us and ATCO → not yet set up, but in light of 15 minute data, sounds like it is an important group meet and possibly a follow-on from group to look at data and good practice for 15 min neighbourhoods.

7. Traveline Projects (1'35"00 - 1'38"10)

Amy Brown: Just taken delivery to test of work package one with Basemap on BODS - ingestion of everything validated on BODS. Run our own checks and adjustments to align with TNDS (splitting into lines, making sure there are no overlapping dates), running that on TNDS build and then test in our Journey Planner now. Working with operator to test that output.

Further operators in our Traveline regions, but also awaiting clarification on some BODS verification where files are failing, but some incompleteness in some of those datasets.

Another project: quick solution to put messages on Traveline.info to attach messages to specific services, in the time of Covid to give information about mask rules. We've been exploring with the Traveline Cymru (TfW) provider to use functionality and add in new alerts - upcoming road works, stop closures, events etc. to help call centre staff as well as public with more information.

Plusbus: we've chosen the Plusbus eticket design, and RDG are sending this out to rail retailers in in the next week or so.

Questions / discussion
none

8. EU Standards development (1'38"10 - 1'41"44)

Tim update: not as much activity currently. Most of it waiting for CEN processes to complete. SIRI update still not published, well overdue. Not sure what is going on.

SIRI Schema available on Github. If you are trying to use 2.1 schema to access drafts of the document to help you understand it.

Accessible information profile development will be completed over the summer, so maybe this time next year released as a standard. Raised kerb, Platform A to Platform B. Chat to me if interested.

Know there is work being done collected on rail side to collect accessibility data recently.

Lots more development happening on road network standards at the moment; DATEX and TPEG updates.

9. Issue Log (1'41"44 - 1'42"20)

Nothing new or outstanding.

AOB - none

10. Next Meeting

Historically this would be later in September.

29 September 2022 @1400-1600.