Public Transport Information Coordination

PTIC meeting 18 June 2020

1 Introductions

Video: https://youtu.be/x3DCylFCYoc
Video timings for the start of each agenda item are provided below.
Order of Agenda items follows the order they were discussed in the meeting.
Actions in red text.

Contents

Attendees

Ian Barratt, Lancashire County Council
David Batchelor, Ticketer
Mike Baxter, Leicester City Council
Amy Brown, Traveline
Nic Cary, Waysphere
Johan Herrlin, ITO World
Kalyani Homkar-Desai, Basemap
Teresa Jolley, DEFT153
Mark Jones, EP Morris
Nick Knowles, independant

Public Transport Information Coordination

Tom Lake, Interglossa Ltd
Richard Mason, TfN
Meera Nayyar, DfT
Jonathan Raper, Transport API
Tim Rivett, RTIG
Dan Saunders, Basemap
Giuseppe Sollazzo, DfT
Andrew Steele, YouSmartThing
Peter Stoner, ITO World
Rob West, Elydium data solutions
Julie Williams, Traveline

Apologies

Justin Bloom, Vix
Stuart Reynolds, Independent

2 and 3: Comments on minutes of previous meetings

11 February 2020 (02:50 - 05:30)
Review of Actions, and no comment (hyperlink)

21 May 2020 (05:30 - 06-30)
Reviewed of Actions, and no comment (hyperlink)

Agenda items

5.0 Update on Bus Open Data Digital Service (Meera Nayyar, DfT) (08:15)

DfT presentation slides available here.

08:15 - Routes and timetables key successes

- launched timetables find and publish service (Jan 2020), now in Public Beta
- supporting the big five (Arriva, First, GoAhead, National Express, Stagecoach) to publish their route and timetable datasets.
    - Stagecoach, Go-Ahead and Arriva data is now in BODS, and are working through a couple of minor issues / anomalies with each of their national datasets;
    - First are working on getting their data into BODS;
    - National Express will follow around autumn time;
- medium size operators making really good progress;
- have worked with partners like Passenger and Ticketer to get their TXC files onto BODS.

Generally we feel we have are made quite a lot of progress on the publication of timetables data, but it is public beta service, so there is still work to do, and there are still issues we are working

through to make sure the data publication process is as streamlined and straightforward as possible for operators.

Have started to receive feedback from data consumers too, who are sharing their insights about how the service could be optimised to help them match timetables to location data.

TransXChange profile: Stuart Reynolds' work on this TXC 2.4 Profile been really helpful and the guidance and technical documentation has now been completed, and has been shared with the industry through monthly updates and technology supplier meetings. The Profile has been sent to the technology suppliers. Omnibus are developing their exporting validator for the new 2.4 Profile, and so we are quite reassured that the majority industry will be well-served. We are also in discussion with Trapeze and Optibus about their plans to integrate the new TXc BODS 2.4 Profile into their existing products and services.

The current BODS Profile is not a significant departure from previous/other versions. It addresses some of the most common issues.

11:30 - Location data updates

Location data test site for publication of location data now been launched. Ten operators are publishing their location data on the test site. We also started to invite data consumers to work with the data on the test site last week, which is what has prompted the helpful feedback on how to optimise the design of BODS to support the matching of timetables and location data.

SIRI-VM profile: The team have been developing the SIRI-VM profile and working up the technical documentation in collaboration with RTIG. They have engaged with operators, technology suppliers and data consumers through the process. Huge thanks to Tim Rivett for his significant role in the development of the SIRI-VM profile.

The SIRI-VM Profile includes:

- mandatory fields, some of which will support matching between timetables and location data;
- optional fields, to support things like the emerging requirements for covid-19, as we've seen suppliers really step up and make modifications to their Electronic Ticket Machines (ETMs) to support the capture of more real time data that can help provide capacity and loading/occupancy details to inform passengers via apps, website etc, before they travel.

Covid-19 has highlighted fragility of existing approaches, and enabled people to step up and find ways to solve them. Init, Vix and Ticketer have all made improvements to their systems to help solve this. We think this data will be invaluable to BODS in the future, so will look to incorporate optional fields to accommodate this in the SIRI VM Profile..

14:40 - NaPTAN improvements project is under way

One of the team working with Local Authorities across England to provide updated NaPTAN datasets for each local authority area. 17 LAs have received updated NaPTAN datasets, and 6 LAs have uploaded them.

The updates are based on an algorithm that identifies some of the most common errors. We estimate the error rate is at 4%, on average, but this does vary by geography, and in some areas, the error rate can be 10%. NaPTAN is the glue that holds together lots of different datasets, so its really important that NaPTAN is correct.

16:05 - Extensions to BODS contract

This has just been let, and includes the provision of a reporting and analytics platform, which will be invaluable in ensuring optimising use of data. Enable operators, Local Authorities and DfT including DVSA and the Office of the Traffic Commissioner (OTC) to:

- Monitor the health of location data feeds:
  - which vehicles are providing feeds,
  - have they gone down?
  - supplied to required update frequency?
- Punctuality reporting service, which will be:
  - Useful for operators who will need to provide punctuality reports as a statutory requirement from 31 March 2021.
  - Support the DVSA and Office of the Traffic Commissioner (OTC) to digitally transform some of their activities. At the moment, DVSA examiners' work invest a huge amount of time and resource undertaking punctuality monitoring in a largely manual and paper based way, standing at bus stops and counting the number of buses arriving early, late or on-time, for operators that are under investigation.

Also local authorities will be able to use this platform to help them understand punctuality issues across the network. Assess congestion, identify pinch points, and participate proactively in punctuality partnerships.

Data from BODS will be provided to data consumers in GTFS and GTFS RT format. We've known for quite some time that data consumers prefer this format, but we are not in a position to mandate the provision of data in these formats, as operators needs more detail.

18:52 - SI laid before parliament on 13 May 2020

First of two debates on 16 June 2020, led by Rachel McClean, Parliamentary Under Secretary of State for DfT, and Minister for Future of Transport, landing some important points we were keen to make - around the value of investing in the public transport information offer and the benefits we've seen in London initially, and more recently in the West Midlands, and levels of patronage growth in areas that have really understood that if you give passengers the right information, they will use your bus services.

Buses opposition Minister was briefed on 15 June 2020. They generally felt it was a good policy that was delivering good things for passengers. This message was largely echoed in the Chamber, there were some questions about competition impacts, and a broader discussion around bus services and funding.

The final debate is later in June, to be led by Baroness Vere. Beyond that, we expect that around mid- to late- July, the regulations will be made, and commended in autumn. This will put us on track for the requirements to take effect from the end of 2020.

21:25 - Challenges

Covid-19

This has brought lots of resource and team challenges, affecting everyone one way and another. The DfT Buses team have been instructed by Baroness Vere to continue with workload, as it is one of the DfT priorities, but there has also been about 30% extra workload with Covid-19. DfT have heard of the amazing work by Local Authorities to complete timetable changes quickly.

Agent mode functionality for timetables

The DfT Buses team recognise it is really important for BODS to have an agent mode function - where others (either Local Authorities or private agents) can publish data on behalf of smaller operators, if that is what the smaller operators wish.

The team have been engaging with ten local authorities to research requirements for development of this, but progress has been slowed due to current Covid-19 challenges.

Business change activities

The BODS business change programme (via contract) has been delayed by the social distancing requirements of Covid-19, so we will wait until social distancing is significantly reduced or removed before going ahead, in the interests of value for money of the contract. The DfT team are doing what they can remotely in the meantime, but recognise it is not ideal.

Would still like to get all operators registered for the main BODS platform by end of this year, so they can get their timetable data on before the statutory requirements come into effect.

Plus for operators to be ready and able get location data onto BODS, which we think provides the most interesting offer for data consumers.

Stakeholder engagement

In some respects, covid-19 has been a blessing because it has helped people learn how to make better use of digital technology, which is what this digital transformation project is about. But face-to-face things like the business change workshops have suffered.

Fares

We always knew this was going to be the grittiest part of the programme. The BODS team are developing the fares publishing platform. In many ways, this is quite straightforward as it replicates functionality created for timetables service. We do want to build a validator tool for fares data files, but there is a limit to what we can do without the details of fares, which is what TfN is working on.

This project is the first implementation of NeTEx for fares in the EU, as most of the other countries started with timetables. There is a real lack of industry awareness across operators, data consumers and technology suppliers, which is a risk and a challenge.

27:42 - DfT BODS calls to action for Local Authorities:

- for Local Authorities:
  - updated NaTPAN datasets - if you have received yours can you please upload it and use / review it. If you haven't received yours yet, please **email rory.miles@kpmg.co.uk** and request it.
  - Complete and return the Operator Audit form that DfT have sent out, identifying which operators are operating in your area. Starting from July, the DfT BODS team will start following up with local authorities to onboard their operators. Thank you for all who have completed this already.
  - If you are providing support to smaller operators, think about how you can continue to support with TXC production for them to upload to BODS when DfT send out the invites to operators to register to BODS, this would be really helpful.
  - know that some LAs have schemes with Ticketer and other ETM suppliers, so any support you can offer to help operators get their SIRI-VM data feeds into BODS is appreciated.

29:34 - BODS vital statistics update, from April:

- 39 registered bus operators (out of 300)
- 17 publishers (big 5 plus mixture of smaller operators)
- 570 unique visitors, of which 166 are returning visitors
- 890 sessions, average length 6 minutes
- Regs information:
  - podcast link to the debatehttps://parliamentlive.tv/Event/Index/436b1b9f-2441-490b-96ae-028148ff25bc(30mins long)
  - Hansard link for debate transcript

DfT about to start writing up a second edition of BODS implementation guidance, to be published after regulations are made, and ready for when BODS moves into public beta for location data.

31:28 - Reminder of key legislative dates BODS Route Map (see DfT slide deck for details)

- NaPTAN stop data requirements to be updated by Local Authorities comes into effect from 31 Dec 2020
- Requirement to publish timetables data in BODS TXC 2.4 Profile comes into effect from 31 Dec 2020
- Basic fares and location data requirements commence on 7 January 2021.
    - Not too worried about location data requirements, as service and functionality is all there, and we are working with each of the major ETM suppliers to make sure we can ingest their feeds;
    - Fares - more challenging.

From the government Digital Service (GDS) perspective:

- public beta service for timetables is launched;
- test service for location data is ready;
- fares - we are developing the screens.

We will be going for GDS service assessment in autumn to complete private beta on location data, and hopefully fares too.

33:03 - Information on additional work on BODS

BODS is being extended to include two additional modules to enable BODS to:

- ingest timetable data in multiple TXC versions and formats, and export, in particular, GTFS. Some operators and data consumers are interested to see how we can provide NeTEx exports ahead of legislation to require NeTEx, which might be something in the future.
- ingest location data in multiple SIRI formats, in case smaller operators might struggle to comply immediately with SIRI-VM;
- provide functionality for operators to help in their statutory requirement to provide punctuality reports, from March 2021
- provide monitoring of health of location data feeds
- automate some of the manual data capture processes
- data and analytics
- capture manual data processes in DfT and elsewere

Delivery road map for extensions.
Working with: Go Ahead, TfWM, DVSA, First, Office of the Traffic Commissioner (OTC), City Mapper, Arriva, DVSA. If you would like to be involved in the research, drop us a line at the bus open data inbox.

35:50 - Questions for Meera:
Q1: re: Exporting data to GTFS. Currently BODS is a signposting tool to where operator data is held in TXC format. So are you going to effectively be processing that data and converting it to GTFS/GTFS-RT? And is similar envisaged for Fares data too?
A1: in the transitional period, this will be an additional service for data consumers. Re: Fares, this is a longer term aspiration, but not possible at the moment as we don't yet have the Fares data available. There is a bit of a question mark around how long will it take to get a fares substantial dataset compiled, and also how long will the data consumption industry need this level of support through the transition period, before the market can adapt and adjust to create these products and services itself. DfT want to make sure that during the transitional period, with the on-boarding of operators and publishing of their data, that we do have a comprehensive data offer for data consumers to help realise some of the benefits as early as possible.

Nick Knowles: worth noting that the fare capabilities of GTFS are extremely limited (no capabilities for period or day passes, and very little except for the most simple singles and returns).
Dan Saunders: agree, and what is on offer from GTFS is quite limited compared to TXC and NeTEx. Seems like we are dumbing down the data to to provide easy access to consumers.

Meera: all of the raw TXC and SIRI will still be there and available. Different data users will want different levels of detail. Data aggregators will just want SIRI-VM and TXC, but from a government perspective, recognise that major towns and cities will be really well served from likes of CityMapper, Google, etc. But in more rural areas, where there is not the same level of resource gov want to see benefits realised here too. Want to get smaller startups to make a difference in these sorts of areas. Want to be able to provide them with tools and support to help them do this, and this is a government aspiration.

40:30 Q2: Where are we with the UK profile for SIRI-VM? Has it been developed and circulated now? The centralised service will be ingesting and rebroadcasting SIRI-VM, which will mean that downstream consumers will have to do the real time cross-referencing to timetables, and full specification of the Profile is important to enable people to figure out how easy or difficult this will be; as it's difficult at the moment.

A2: the SIRI-VM Profile has been developed, and Tim Rivett has been heavily involved. We've had a few review sessions over the last few weeks. Have requested optional fields to be added to support capacity and cleanliness data. The team are drawing up the technical documentation which Tim will review and hope to issue in July. DfT can share where we are now with both SIRI-VM profile and TXC documentation now.

from Julie: groups don't have detailed profile either. There's a slide with some fields planned, but expecting operator guidance about what exactly will be in those fields. Good work from Tim on the

sorts of data should be in there. Asking clarification on a few points on details like exactly which service number and operator names are.

Jonathan Raper: will it be fully National Operator Code (NOC) compliant, as this is really important implementation-wise?

Tim: Yes, that's the aim, as well as being clear which fields cross match across timetables BODS such as:

- Operator name needs to match NOC;
- Start and end points matching what is in BODS routes and timetable submission.

There actually isn't a lot of new data in SIRI-VM that isn't in TXC, because most of it is coming from TXC. It needs to match between SIRI-VM and TXC to support matching algorithms that enable a decent level of prediction generation where running boards are not provided. At the moment all that's been published is the fields that will be mandated, and links with routes and timetables, rather than all optional fields that will be supported.

4. COVID-19 Public Transport Measures Update (DfT) (45:45)

Two parts to this:

- an update on where we are - set the scene
- introducing a radical concept DfT have been considering in case there is a serious challenge with public transport capacity where DfT might need to intervene if needed

End of April early May - Secretary of State set DfT the challenge of how to support public transport (bus, ferry, rail, light rail and tram) capacity at 20% (12% on tram/light rail) that is currently possible with social distancing. Also asked to think about how to provide information to passengers on vehicle capacity and crowdedness:
Two primary solutions considered for bus:

1. using ETM to capture alighting (Vix algorithm to predict alighting, and Init are modifying their system to accommodate alighting info).Most of the Big 5 operators will have way of capturing volumetric data of sorts for their vehicles. Good solution from operators in partnership with their tech suppliers, and evidence so far suggests passengers can use this via operator maps, and can make more informed choice in terms of changing time or mode of travel. Seen change in peak demand extending up til about 11am. Another easing of lockdown in early July, and expecting continued change in movement but not capacity.

2. concept of a reservation system. Trains are more used to it, but for buses, given the open bus system here in the UK, it would represent significant departure. If it was ever needed, government would have to support and introduce it. Other countries are exploring this sort of thing. At this stage, DfT are simply sharing the concept across the industry, to start to understand stakeholders reactions to it, and ideas on possible ways to do it, if it became necessary to do so.

At moment we have non statutory guidance, which encourages operators and passengers to plan their journeys in advance. Apart from facemasks, there are no specific mandatory requirements. At present (18 June 2020), capacity, and the network, are working well.

If we saw issues emerging, DfT might have to look at ways to help. Options include more non-statutory guidance, or explore primary legislation if it's felt it really is needed.

Responses from industry on this has been quite mixed. On balance a national reservation system is not favoured at the moment. Varying views in the big 5 operators on how they would do it. First Group are looking to explore it and open to idea, piloting their own thing in south west. Good to think about supporting existing users, but also to open to new markets. DfT thinking about how we share the findings with the wider industry.

Johan from ITO World shares more details (see slide deck and watch video from 51:15 to 1:23:12 for details). Brief notes of the key points provided below.

Background:

- unique set of circumstances as a result of Covid-19.
- Mix of available supply. as ridership so greatly reduced; a chance to rethink how we might reprovision services.
- Assumptions made:
  - covid will be with us for a significant period of time
  - maintaining trust with passengers will be very important
  - providing evidence of proactive measures to ensure both safely and availability will help increase trust
  - guaranteed ability to travel
- Three questions need answering to balance demand and crowding:
  - how many passengers on at any time
  - where will additional passengers get on
  - where will passenger get off

Observations:

- hard to capture understanding of demand on the street. exploring reservations in advance across modes.
- require each passenger to define time and OD stop(s) - we would get answers for all 3 questions. A permit to travel overlaying ticketing, and supports hard capacity limits.
- scope of the concept across all modes (light rail, trams, coaches, buses etc)
- Can be hybrid solutions that allow for at stop boarding etc, but example shown is of pre-travel reservation.
- sees BODS at the backbone of this, to deal with scheduling of all this (!). API exposed in variety of different end points. - global and local journey planners.
- integrates with on-board hardware and custom driver apps (drivers get more info about passengers in advance)
- phone reservations as operator owned solution
- key part is demand data archive
- Implementing a reservations system is not a binary choice of do it full level or not at all. Could be a hybrid version, and include some walk-up service of at-stop reservations too.

5.1 Bus Open Data Statutory Instrument dates and data formats (Tim Rivett, RTIG) (1:30:15)

RTIG have produced a quick guide to the requirements and dates for BODS:
https://www.rtig.org.uk/news/bus-open-data-dates-and-formats

7.0 TransXChange profile (Stuart Reynolds) (1:30:42)

Apologies from Stuart for this meeting.
Stuart is retiring from public transport life to become a secondary school teacher from September.

He is working on feedback received on technical and presentational things. Expecting revised version out in July, and will need to make sure is widely shared in the industry, to make sure people understand what they need to be doing. Especially the nuances, such as linking to real time and fares.

8.0 NaPTAN project (Giuseppe Sollazzo, DfT) (1:33:00)

Giuseppe is Head of the Central Data Team at DfT, and servicing the NaPTAN database is one of the projects for the team.

For users of NaPTAN - there is a relatively old system that allows data producers to upload their data to NaPTAN. This upload system must be refreshed for various reasons, including the Accessibility Regulations coming into force in September 2020.

With GDS, the team are using this opportunity to research how to redesign the whole NaPTAN process. This work is happening in phases, which include:

- website, guidance and documentation, and bring the service into our new infrastructure and DfT platform.
- the NaPTAN standards. DfT receive data in different versions of the same standard. There is a certain degree of confusion about which version and format we should be publishing NaPTAN data under.
- data quality in NaPTAN. There are a variety of tools and processes used by the community, such as Passenger team who have launched a platform to check data quality of bus stops. We are doing an exercise to assess data quality for DfT purposes, but a side effect of this will be DfT releasing a set of checks to provide a baseline library to the community and start engaging on this.
- steering NaPTAN for the future. A number of applications and procedures that are based on / rely on NaPTAN data. Want a frank conversation about what we should do with NaPTAN in the future. It's challenging to have an informed discussion on future vision of transport if we don't have accurate data on where the bus stops are (particularly bearing and direction data), for example.

Giuseppe is here to engage with this group, and welcoming feedback and thoughts on this.

There has been a bit of dearth on detailed discussions on NaPTAN in PTIC in recent years, but it is the key to so much we are trying to do, so this opportunity is welcome.

Questions/discussion

Nic Cary: wondering whether people like Transport API and ITO World think there is a quick and beneficial fix to make NaPTAN a RESTful service?

Transport API: At the moment it is a static dataset that people download and integrate as and when they need it. If you didn't have editions of NaPTAN, responsibility would be on people to always call/pull the latest. This would generate polling load, borne by the supplier/provider (DfT). Streaming might be better rather than RESTful, but you would have to think that not everyone is using it all the time.

Needs thinking/discussion of the advantages and disadvantages of having everyone on the same version, even if it is a week out of date, vs having a continuously updated service.

Nick Knowles: there will always be edge cases, where you need to know stop where it is now, and where it is in future. Welcome idea of how to evolve NaPTAN and take it forward. There are other interesting aspects of stop content we need to look at (from Transmodel and NeTEx) includes flexible stops, and better accessibility data at stop locations.

Julie Williams: Nic makes a really good point about planning into the future. We talked earlier about government guidance for people to plan ahead for their journeys, and therefore where the stop will be next week, and how full the bus will be then, in terms of capacity and reservations, isn't available in that format. Also, in BODS, you can only call data for today, not for some time in the future like next week. So we need to remember that people will want to plan their travel into the future and not just today. Think it is a good idea to have a RESTful API for all the reasons discussed, but need to remember we need to plan ahead.

Tim: there are people that use NaPTAN and have stashes of TransXChange data for network analysis going back in time, And some business cases need this. Need to make sure we meet all use cases.

Giuseppe asking for responses to two questions:

- clarity for all of you about how NaPTAN is generated as a database? The process is very convoluted, and surprises many with the complexity. Part of the issue is simplifying the process, and making it clearer. Discoveries on digital projects have revealed a diversity of views on how this should be done. There are local authorities who would prefer a completely timed system, where they supply their data on a regular basis on defined dates. Others would prefer current model that they provide data when they want, and the database is regenerated accordingly. What are your views on the best way? Having a RESTful API would be part of the solution. But a key aspect of this is the way we will be aggregating and managing the versioning of data. Should we provide a historical data function, to allow people to see what NaPTAN data was a few months ago or in a few months into the future.
- Would like to hear your views on needs. Versioning of data. RESTful is an interesting one.
- Allow historical view of NaPTAN.

feedback

- Dan Saunders - Basemap have a version of NaPTAN for every week going back to 2012. It's useful for comparison and understanding changes to stops over time.
- Julie - Traveline keeps national data set weekly for at least two years. Always useful for planners to compare, and there will be continued need for this after covid-19. Archiving is really important.
- Jonathan Raper - versioning is at the heart of this. BODS is real time, but there is a time delay between when someone uploads it and when someone downloads it. So we will have a versioning problem in the brave new world of BODS. Also boundaries between devolved nations, and not sure we've thought about how that will be handled. Will require reasoning over multiple datasets: TNDS, BODS, AVL sources, and NaPTAN. Advocate that whatever is done to NaPTAN, it is designed into this matrix. Suspect that BODS may have to become versioned, and NaPTAN should plug into whatever ultimate design evolves.

Nick Knowles - agree that everything should fundamentally be versioned, otherwise you simply cannot manage both the widescale rollout and distribution, where different people are picking it up at different times, and also you can't do historic analysis. Very much like Giuseppe's point when thinking of NaPTAN we are talking about three different things, and a separate discussion is needed for each of these three areas:

- the **work flow** of how it data gets aggregated;
- **content model** of whats in there;
- **exchange formats** we use to access and use it.

For the Content model, need to consider what might be useful to add into here from fares, as that work progresses. e.g. fare zones for a city (who defines these? operators, LAs?). Maybe a good idea to add fare zones and stop points to NaPTAN?

Actions:

- PTIC will set up a separate NaPTAN detailed discussion
- all those with an interest/knowledge in NaPTAN to make contact with Gisueppe directly (**gisueppe.sollazzo@dft.gov.uk**), and he will make sure that you are engaged with the next phase development of the NaPTAN project.

8.1 Stop announcement name (Tim Rivett, RTIG) (1:50:10)

Last year, PTIC did some work to establish that the most suitable field in NaPTAN for use of Audio Visual announcements on Bus would be the stop announcement name. Now need to come up with rules of how this would be populated as automatically as possible. Would like to convene a task and finish group to help work through this.

Actions:

- If you would like to volunteer to be part of this Task and Finish group, let Tim know
- Tim will organise a meeting with Meera and Robert Johnson at DfT, probably during August.

9. TfN Projects (Richard Mason, TfN) (1:52:00)

Update on where disruption messaging tool, open data hub and fares projects.
TfN Open Data Hub website: https://transportforthenorth.com/ist/open-data-hub/

Disruption Messaging Tool:

- Disruption Messaging Tool went live in March 2020.
  - First set of local transport authorities using it are WYCA, TfGM and Merseytravel.
  - working with Nexus to go live in the next few weeks,
  - South Yorkshire in the next few months.
- 100's messaged on bus and tram, planned and unplanned, have been entered. Currently 50 live messages in the system.
- Data is being published via the open data hub, which went live in March too.
- Developers starting to access this SIRI SX disruption data through the hub. Moovit and Bus Times.org having already created successful integrations. Working with developer community to understand who else has plans to use the data.
- Routes to access the data are via:
  - request and response method
  - subscription API (recently added)

Ask of PTIC:

- the TfN Disruption Messaging Tool team are seeking feedback on the SIRI-SX and methods for publishing the disruption data from industry and data consumers. ask of PTIC is for people to access the TfN Open Data hub and provide that feedback.

Fare Data Build Tool:

- passed GDS service assessment for Alpha stage in March 2020
- now in private beta phase - GDS assessment for this planned for later this year.
- doing lots of user research with data consumers, journey planners, providers and academics

- Feature development:
  - User interface design for single, return and period tickets.
  - Basic features of logging on, account management and other admin functions.

Challenges over interpretation and implementation of NeTEx. Working with Nick Knowles, Meera, and Julie and wider BODS technical team to try and resolve these. Also regularly attending tech Tuesday sessions, and Stephen Penn is continuing his work to help overcome these challenges.

Started to share some of the early test files with DfT BODS as first phase testing. Want to share these more widely, and want to keep PTIC involved in this process when its the right time to do so.

Warming up industry to get ready for Fares.

Ask of PTIC:

- If you know bus operators who would like to be involved in the user research for the Fares tool, to help shape the service, then they'd be really welcome as part of the user research exercise.

Discussion

Jonathan Raper: Transport API are delivering the disruption messaging. Anyone can sign up on the developer portal to access it. Use a tool like postman to consume and inspect SIRI SX. Its a post rather than get API. Studying it will give you an idea of integrations that might be possible with this data.

Julie Williams: NeTEx files. Early on had to prove we could produce NeTEx and had to do it manually. Has this been done automatically yet?

Richard Mason: yes think so, but its not fully fixed and a compliant automatic process yet.

Corey, User Research at DfT suggested to Richard Mason that there may be some overlap of User research between what TfN and DfT is doing, and both should chat / explore further.

10. International Standards Update (Tim Rivett, RTIG) (2:00:35)

Summary of the latest updates and discussion on CEN standards, TransModel, NeTEx, and the Data for PT project. Pre-meeting briefing note with further details here.

CEN standards: Quite a lot of change and new work being done. Data communications on vehicles parts 9, 10 and 11 and now available from BSI in the UK, published late last week (mid June 2020).

TransModel: Nick Knowles involved in some significant updates on this.

NeTEx: formal publication of some of the different parts.
Also, new piece of work being done to add to NeTEx for support of new modes (bike sharing/charging/repair points etc). Work is taking the TransModel sub-model for this (covering fixed reference data you need for providing new mode services) and turning it into NeTEx, ensuring it is interoperable with Google Transit Bicycle Specification (GTBS).

Tim: this will presumably need to think about how this feeds into NaPTAN, as they are all access points for different forms of public transport. Another good reason to try to converge content models for the common standards, regardless of what the exchange formats are.

Q: is the European standard IFOPT?
A: As far as NaPTAN is concerned, yes. Subsumed into TransModel, with provisions and improvements.
Q: What is the state of alignment with IFOPT and NaPTAN, and thereby also TransModel?
A: Almost 100% aligned. Nick Knowles is developing a proof of concept development for an Adapter to take NaPTAN and NPTG, and output it in fully accurate NeTEx. It can be done by hand at the moment, and has been undertaken manually for all UK data as part of the work on Fare profiles. But its fairly straightforward to take NaPTAN data and turn it into NeTEx format, which will allow people to use NeTEx ahead of time.

Data for PT project. Sponsored by UITP, and has significant EU funding (in Public Transport terms) to help with adoption of data standards. More about this as we go forward. DfT, Nick Knowles, Traveline, RTIG etc involved in this. the project will help produce a lot of training material for adoption as we move forward. By end of year we should start to see first stuff coming out of this.

For suppliers or software developers in the room, it would be worth getting involved and engaged in this, as there will be opportunities for getting and giving support, skills and opportunities. Having a presence in that community would be good. Put your names forward as UK transport data experts if you re interested.

Julie Williams and Nick Knowles wrote a proposal to DfT last year, on what's next for fares and NeTEx, and this is now back on the table via DfT recently for discussion. Julie and Nick will be reviewing this in the next few months, and making recommendations to DfT about what needs to happen next, covering things like:

- what some of the ambiguities are, now we can see the data;
- clarifications and tweaks to what is mandated;
- greater clarity on what needs to happen next in terms of policy decisions, e.g.,:
    - when you provide a zone, does it need to be just the stops in the zone, or a polygon, or both?

11. PTIC website and branding (Tim Rivett, RTIG) (2:12:41)

Pre-meeting briefing note.

With Peter handing over the reigns a few months ago, only fair that we took on and evolved it. The PTIC website is now refreshed, with a new logo picking up on three sponsoring organisations colours and capacity to upload/store documents, which allows us to do things like:

- create pages like this one on BODS that provides an overview, and signposts to the various standards, documents etc;
- put together things like FAQs, and more community curated content and online collaboration, as we start to figure out how to get to grips with NeTEx, new profile to TXC etc.

12. Issues Log (2:15:12)

The siri.org.uk domain is now back in UK public transport hands.

No new Issues since the last meeting, or raised today.

Outstanding issue is a minor one on fuel types (from Feb 2020 meeting), which is being included as part of the update work on SIRI.

13. Next Meeting (2:17:42)

Normally we would meet next in October.

Sounds like two more focused groups to be held in between on:

- short common name,
- NaPTAN

Julie Williams feedback:
Given so much of BODS is going to be mandated within the next 6 months, would like to see more regular PTIC meetings to support everyone involved in this. Suggest less focus on supplier pitches, and more on technical topics / updates.

From a technical perspective, a next meeting in July would be good, and more frequently following that, as there is the updated TXC in July, SIRI Profile due out in August, GDS passing next version of BODS soon. We are all involved either as suppliers or data consumers of that system, plus a lot of what RTIG is doing is also having an influence. As we get closer to deadlines, its feels more important that we meet, even if we only do an hour.

Also, given the reduction in frequency of the BODS board meetings and implementation working groups, and that papers won't be made available in advance, this makes it even more important we have this PTIC forum to discuss and bring points foward.

Operator side of things are meeting every two weeks to try to respond, give their views, take part and have one voice, and deepen their understanding.

AOB

None