Updates and changes to PTI Profiles for TxC and SIRI

December 2022

Following the implementation of the current TransXChange and SIRI profiles, and changes to the wider transport environment there are some changes to the profiles and supporting advice that are necessary or have been requested to improve the process of providing and consuming data.

These are the key updates and or advice that is being planned over the coming months.

Devolved Registrations

Local Transport Authorities (LTAs) can, or can be required, to take on the local bus service registration function from the traffic commissioner as part of an Enhanced Partnership (EP) under powers in the Bus Services Act 2017. For more information on the application of these powers see the The Bus Services Act 2017 and the Department for Transport publication "Guidance on the Registration of local bus services in an Enhanced Partnership Area".

LTA and operators where the registration function is being carried out by an LTA need to understand the impact on the Bus Open Data Service (BODS) requirements to supply timetable data.

Within BODS the the ServiceCode element in the TxC-PTI profile uniquely identifies the service and that this element is created needs to be done differently when the LTA is providing the registration function to ensure uniqueness of the data.

Split Registrations

There are some circumstances where a bus route is registered with the Traffic Commissioner as two or more registrations.

The Bus Open Data Service requires timetable data to be provided in TransXChange format files containing a single registration. This does not provide the information that a data consumer needs to be able to know which registrations and Lines should be combined and presented as a single bus route.

The bus route is marketed as operating from location A to location C.
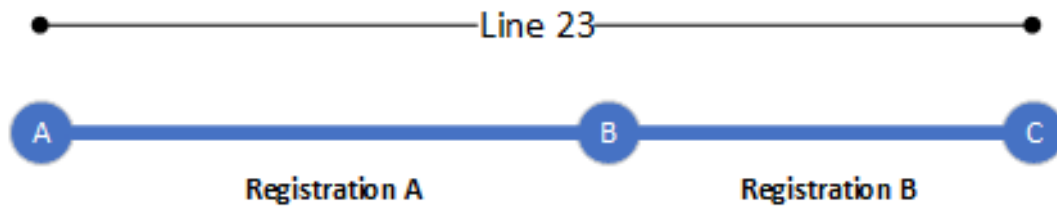
The same vehicle is used for both parts of the bus route and customers can stay on the vehicle when traveling between two points which are not on the same registration.

Public Line Names that include spaces

Whilst the majority of bus routes which have branding names also have a number under which they are know, this is not always the case.

There are some routes which are only referred by a name and some of these include a space, for example "Rushcliffe Villager".

This causes problems with providing SIRI data that matches the TransXChange data and currently this is not possible in this limited use case.

Versioning

Following the publication of the advice note "Versioning in TxC-PTI" in March 2022 there remains some misunderstanding about how to provide updates to data when for example operational data is provided close to a profile start date particularly when future changes have already been supplied or in the run up to periods of special days such as Christmas.

Work is underway to understand what information and how to present it to ensure that there is proper clarity.

Bank Holidays

Christmas Eve and New Year's Eve are regarded as extra Bank Holidays in the TXC Profile. The main purpose of this is to ensure that the run-offs on these days are correctly specified. These days don't operate quite the same as normal bank holidays in that rather than a set bank holiday timetable operating on those days the normal journeys for that day usually operate up until a certain time in the evening.

Unlike most true Bank Holidays the data for Christmas Eve and New Year's Eve has to be updated each year depending on which day of the week they fall. This creates extra work for those maintaining the data and is a potential source of misunderstanding and data errors.

In addition there are movable days for example Christmas Day Holiday and New Years Day holiday which need to be coded each year, and included even if they do not exist in a given year. For example Boxing Day Holiday does not occur in 2022, its next occurrence is 2026.

Discussion and identification of any changes to make the handling of Bank Holiday data should take place. A change request was submitted to PTIC in September to start this process.

Flexible Services

The current version of the TxC Profile states: "TXC-PTI does not need, at this time, to specify how these elements shall be completed. This will be the subject of a later revision."

There is an increasing use of flexible and demand responsive services and to enable data consumers to have a complete view of bus services these should be able to be provided to BODS.

An update to the profile will provide the detail and advice on how to provide data on the services to BODS.

Modes

Currently the TransXChange and SIRI profiles are mode unaware and assume Bus.

There are a number of tram, light rail and metro operations in England which could be included in BODS data to benefit data consumers and provide a more complete view of public transport options.

The profiles would be changes to include the ability to include Mode to allow the provision of other modes data to BODS.