Committee report

SPT

Update on Transport Data Project

Committee   Operations

Date of meeting   23 August 2019   **Date of report**   15 August 2019

Report by Assistant Chief Executive

1. Object of report

To provide the Committee with an update on SPT's Transport Data Project.

2. Background

Members will recall the previous update on 9 November 2018, which highlighted SPT's role in setting bus information standards as per the 2001 Transport Act, works underway to modernise SPT's corporate database of local bus services, and on-going engagement with local operators to improve information provision at bus stops across Strathclyde.

It is anticipated that the forthcoming Transport (Scotland) Bill will include additional provisions in respect of local bus service patronage data relating to commercial service cancellations / variations, and 'real time' passenger information, as highlighted in the update to the Partnership Committee on 22nd June 2018 and Strategy and Programmes committee on 10th May 2019.

SPTs regional Real Time Passenger Information (RTPI) system, which commenced operation in 2016, now encompasses 638 electronic displays at key bus stops, reporting 'real time' service departure information from the 4 main local bus operators, also linking to the Traveline Scotland online journey planner & Glasgow City Council's traffic control system.

RTPI has also been rolled out at Bus Stations including Govan, Patrick, Silverburn & Braehead, with plans to include Buchanan, Hamilton and Greenock Bus Stations in due course.

3. Outline of proposals

3.1 Novus FX Implementation

The scope of SPT's corporate database of local bus services includes the following activities:

- Network Analysis & Design
- Network Mapping & GIS Based Gap Analysis
- Supported Service Contract Management
- Supported Service Roadside Information Outputs

- Provision of Commercial & Supported Service Information to the Traveline Scotland Journey Planner
- Provision of Commercial & Supported Service Information to SPT's legacy BIDs System, which informs electronic departure boards at bus stations and supports departure charging.
- SPT's Bus Infrastructure & Asset Management System & Services

Works continue to upgrade the corporate database of local bus services, and related systems, to modern digital standards. The key aim of this workstream is to improve SPT's Network Analysis Design & Delivery activities, against the backdrop of increasing budgetary pressures and ongoing retrenchment of the commercial bus market.

To support this activity testing of the Trapeze Novus FX database & system is ongoing, via System Acceptance Testing. The initial focus of this activity has been on provision of SPT supported service roadside information provision, alongside upgraded service information for the islands of Arran, Millport & the newly revamped Partick Bus Station. Next steps will include extensive data cleansing and review relating to both supported and commercial services. This is a significant undertaking, given the large volume of data involved, which is both time consuming and resource intensive. However, high quality service data is essential to the success of the new system.

Works by SPT Digital to link with the Novus FX system output is also well underway, facilitating integration with SPT's Axiom system. Next steps in this process include the development of Axiom modules which will incorporate GIS mapping capabilities, facilitate supported service contract management and support Business Intelligence. The latter being an essential element in supporting the work of SPT's new Network Analysis & Design team in delivery of SPT's Bus Strategy aims & objectives.

It is anticipated that the next stage of the ongoing roll out & integration of the Novus FX system & associated Axiom modules will be completed by Q4 2019/20. An overview of the planned system schema is included in Appendix 1 for reference.

Additionally, engagement with local bus operators on improving the quality, legibility & consistency of roadside information continues in line with SPT's Bus Information Standards and the respective legislation, remains ongoing. Operators remain supportive of the establishment of common bureau service, led by SPT, based on a single source of up to date service information, which will be delivered via the Novus FX platform. Discussions continue on key elements including electronic transfer of service data, formatting & presentation of roadside service information and business charging models for the production & distribution of roadside service information panels.

3.2 Transport (Scotland) Act

Ahead of the finalisation of the Transport (Scotland) Act SPT's Network Analysis & Design team continue to actively engage with local bus operators on the provision of patronage information in the event of commercial service withdrawals and significant variations. To date this has prompted a mixed response from local bus operators in terms of accessing such data for the purpose of sharing with prospective tenderers where the change warrants action in line with SPT's Guideline Criteria for Supported Services. It is anticipated such arrangements will be formalised, and enforced in the case of non-compliance, following the introduction of the Transport (Scotland) Act.

3.3 RTPI Deployment

RTPI is currently provided to SPT by the 4 main bus operators in Strathclyde (First, Stagecoach, McGill's & West Coast / Citybus), with such data being made available to the travelling public via the network of 638 on-street electronic displays and online through

Traveline Scotland. SPT officers are also working with Glasgow City Council's Traffcom team to deliver traffic light signal priority, with bus priority requests facilitated by the regional RTPI system. Similarly, outputs from the system have been used to highlight average bus running speeds, and traffic hotspots across the city.

It is anticipated that The Transport (Scotland) Act will formalise such arrangements to include all local bus operators and services. SPT continue to engage with operators on the expansion of RTPI provision, alongside the above works to modernise SPTs bus service systems.

3.4 Upgrade of Buchanan Bus Station Electronic departure boards

In support of the improved bus information systems being introduced by SPT and growing availability of RTPI, it is recognised that legacy information systems installed at SPT bus stations are approaching life expired and require to be replaced / upgraded to modern standards.

Buchanan Bus Station, represents a significant challenge in this regard, given the volume of departures, operators and passengers using the facility. Plans have therefore been developed to upgrade electronic information provision throughout the site including new electronic displays at 46 stances and within the main concourse & side entrances. Specific paper on these proposals will be presented to Operations Committee on 23 August 2019.

4. Conclusions

Good quality, accurate and timely public transport information is an essential prerequisite to encouraging public transport use and in planning the delivery of local bus services / networks. The Transport Data project builds on the rollout of the regional RTPI system, and supplements this with the ability to deliver consistent and easy to use printed roadside bus information. The project further positions SPT to maximise the benefits of the Open Data provisions anticipated under the forthcoming Transport (Scotland) Bill, to the advantage of the travelling public.

5. Committee action

The Committee is recommended to:

- to note the work being done to improve public transport data and its availability to the benefit of bus users & operators, and that further progress has been made in this regard; and

- to note the work being done to expand the availability of RTPI data on local bus services, including the expanded network of on-street displays and plans to upgrade displays at Buchanan Bus Station.

6. Consequences

Policy consequences	*In line with the Regional Transport Strategy*
Legal consequences	*None within this report.*
Financial consequences	*Budget for upgrade of BBS displays included within 19/20 capital programme*
Personnel consequences	*None within this report.*
Equalities consequences	*None within this report.*
Risk consequences	*None within this report.*

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APPENDIX 1

Systems / Data flow

Future

SPT

Registration → Trapeze Novus-FX

Trapeze Novus-FX → SPT Axiom

Trapeze Novus-FX → Industry Standard data

Registration → Print & Post on street

Industry Standard data → Traveline

SPT Axiom → Digital displays - Station

SPT Axiom → Reports / BI

SPT Axiom → Contracts

SPT Axiom → Open Data API

SPT Axiom → Apps / Web

Rti Schedules

SIRI Rti feeds

Digital displays – on street

Digital Display CMS

Real Time system

Traveline

UTC – Traffic light Priority