

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhood and Community Services Scrutiny Committee

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PART I **FOR COMMENT & CONSIDERATION**

SLOUGH REAL TIME PASSENGER INFORMATION (RTPI)

1 Purpose of Report

The purpose of this report is to examine information on the effectiveness of the Real Time Passenger Information (RTPI) system in Slough and to seek ways to improve it.

This report is designed to provide the Committee with information relating to the following issues:

- To examine the low detection rate of local buses on the RTPI system, and what can be done to improve upon this current level,
- To enquire what improvements have been made to the RTPI detection rates since the September 2016 Overview and Scrutiny Committee,

2 Recommendation

That the Committee note the progress made since September 2016 by increasing the detection rates from an average of 50% to 72%.

3 The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

Priority – Regeneration and Environment

The RTPI roll-out across the borough is an integral element for improving the local economy and environment by making bus travel a more attractive mode of transport. By encouraging commuters in Slough to travel by bus instead of car, it will lead to a healthier and more accessible Slough through reduced congestion and carbon emissions.

4 Other Implications

(a) Financial

There are no financial implications arising from this report.

(b) Risk Management

Risk	Mitigating action	Opportunities
None	None	There are no risks, threats or opportunities arising from the report.

(c) Human Rights Act and Other Legal Implications

There are no legal or Human Rights Act implications relating to the content of this report.

(d) Equalities Impact Assessment

There is no identified need for the completion of EIA relating to this report.

5 **Supporting Information**

5.1 Why is there a low detection level for buses using the system, and what steps can be taken to raise detection?

Slough's RTPI software and hardware were conflicting and not communicating as intended therefore having a direct impact on the overall detection rates. This was primarily due to the use of obsolete equipment and software programming. Changes to the First Bus fleet also had an impact on the number of buses detected and subsequently reflected in the bus network detection rates.

The Slough bus depot received new vehicles two weeks after the September 2016 Overview and Scrutiny Meeting. This required the installation of three new RTPI bus kits to enable bus detection in Slough and for the RTPI displays to show accurate information.

5.2 What has been done since the September 2016 Overview and Scrutiny Committee?

Fleet changes have been dealt with as they have arisen through internal council management systems. There have been noticeable improvements to detection rates since September 2016 as a result of software changes to Slough's RTPI.

The conflict between hardware and software has since been managed and since resolved this issue. An immediate improvement was noticeable but did not meet the target 80% detection rate average agreed by JMW.

6 **Conclusion**

That the Committee note the report.

7 **Background Papers**

None.

8 **Appendices**

'A' - Detection Rate Data, 27th September – 24th October 2016