greater **WELLINGTON**
REGIONAL COUNCIL

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Committee   Regional Transport
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Update Greater Wellington Real Time Information project

1.   Purpose

To inform the Committee of the progress of the Greater Wellington Real Time Information project.

2.   Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3.   Background

A Real Time Information system has long been identified by Greater Wellington, as well as public transport users and operators, as an important improvement for public transport in our region. The Ngauranga to Airport Corridor Plan also identifies Real Time Information as a key public transport measure.

3.1   What is a Real Time Information system

A Real Time Information system tracks vehicles in order to predict the 'real' arrival/departure time of that vehicle at various points along the route. The 'real' time is in fact an 'estimated' time, being derived from the vehicle's current location and historical travel time information collected over a certain period. Public transport users in the Greater Wellington region will be able to access this Real Time Information via:

•   On street displays including audio information at major bus stops and stations

•   A SMS tool (cellphone texting)

•   The website

The SMS and the website tool will give information about all stops and stations at which tracked vehicles call.

Greater Wellington plans to implement a system for the whole region, for buses and trains. It is envisaged that the project will be rolled out in phases.

3.2 Benefits of a Real Time Information system

Public transport users, councils and operators benefit from a Real Time Information system. The main benefits are:

- More reliable information for public transport users, which enables them to make better informed decisions;

- Reliable information for planning, monitoring and reporting purposes for councils and operators;

- The potential for more reliable travel times, because the Real Time Information system can give priority to delayed vehicles at intersections (traffic signal pre-emption);

- Overall, a higher quality public transport system, which contributes to an increase in patronage.

Public transport users have frequently expressed their expectation that a Real Time Information system will be implemented in the Greater Wellington region as soon as possible.

4. Project update

After developing a business case in 2007, Greater Wellington gained funding from Land Transport New Zealand for the system design, tender preparation and evaluation. The Greater Wellington Transport & Access Committee approved these steps in November 2007.

During the last months the following work has been carried out:

- The requirements of the main stakeholders have been investigated in one-on-one meetings and workshops. The following parties have been involved in this process: public transport users (including the Royal New Zealand Foundation of the Blind), transport operators (NZ Bus, Mana Coach Services, KiwiRail), Wellington City Council and the New Zealand Transport Agency. In the coming weeks contact will be sought with the other councils and operators.

- An Expression of Interest request was issued in September 2008, to give advance notice to the market of the impending tender and to gauge the market interest. In total 29 replies have been received.

- Work on the funding application for the implementation phase has been carried out in collaboration with the New Zealand Transport Agency.

- Work on stakeholder agreements has started. Agreements with operators and local authorities are required for the implementation and operation of the Real Time Information system.

- Currently the documents for the Request for Tender are in preparation.

5. Next steps and timeline

The major next steps and the timeline are as follows:

Task	Date
Apply for NZTA funding	November 2008
Confirm Greater Wellington funding	November 2008
Report to Transport & Access Committee (seek approval for issuing the Request for Tender)	26 November 2008
Request for Tender issued	December 2008
Request for Tender closes	April 2009
Supplier chosen	May 2009
Report to Transport & Access Committee (recommendation to proceed and seek approval from Council to award the contract)	May 2009
Council meeting (seek approval to award the contract)	May 2009
System design finalised	July 2009
System trial starts	October 2009
System trial finished	February 2010
System roll-out starts	March 2010

6. Comment

To develop a reliable and accurate Real Time Information system Greater Wellington needs active collaboration from operators, local authorities and the New Zealand Transport Agency. Local councils are important stakeholders for the following parts of the system:

- On-street displays: council consent is required for on-street displays.

- Traffic signal pre-emption: councils that use the SCATS traffic management system will be asked to consider the option to give delayed buses priority at intersections. This would require a link between the Real Time Information system and the SCATS system.

We will continue to update the Committee as the project progresses.

7.   Communication

No communications are required.

8.   Recommendations

That the Committee:

1.   ***Receives*** *the report.*

2.   ***Notes*** *the content of the report.*

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