

CO-OPERATE

Co-ordination & Integration Approaches



Outline

- Problems & Challenges
- Developments
- Responsibilities

Introduction

- Identified Problems and solutions
 - Low population density & low demand
 - Wide income ranges & excluded groups
 - High car ownership and use
 - Poor image of alternatives, if any exist
 - Traditional provision not meeting needs and costly

Challenges

- Sustaining Rural Communities
- Reducing Social Exclusion
- Demographics
- Rural economies
- Community Development
- Costs of supporting existing provision

- Passenger transport will be one strategy – how to sustain progress

Rural Transport Developments

Transport Improvements (VIRGIL, 2000)

- Enhancement of regular bus services
- Development of on-demand or demand responsive services
- Integration of goods and passenger transport
- Development of multi-purpose and/or multi-agency transport services

Enhancement of regular services

- Frequency
- Timing
- Integration / Co-ordination
- Routing
- Operation
- Information
- Access



Demand Responsive Services

- Many schemes in operation & development
- An array of operational models & features
 - routing, timing, vehicle
- Technology facilitating
- “New” features:
 - Pre-Registration/ booking
 - Non-scheduled operation
 - Flexible destination & timing
- Number of barriers arising: legal, institutional
- Marketing identified as key

Co-ordination & Integration

- Vehicles – without co-existence of different people groups
- Drivers – enabling drivers and assistants, if suitably trained to work a number of services or vehicles.
- Transport – sharing of passenger (or goods) space within a range of vehicle movements. Multi-stage journeys using different modes, vehicles or operators.
- Operators – meeting transport needs by calling upon a pool of various resources, within a common cost / service quality framework.

Integration & Co-ordination

- Brings efficiency benefits & greater possibilities
- New challenges
 - Management & responsibilities
 - Keeping many parties happy
 - Can people be viewed in same way Tesco views crate of milk?
- User benefits need to be clear

Other Approaches

- Consider destination service/ activity to improve efficiency:
 - Location
 - Timing
 - Management procedures
 - Non-transport facilities
- Again, user benefits need to be clear

Responsibilities

- Private sector will meet needs..at cost to public purse
- Community sector (in widest sense) better placed to meet local needs
- Traditionally niche provider
- Provide support to become visible/viable to wider user base

QUESTIONS

- What are challenges for rural transport provision?
- Are these the ways forward?:
 - Demand Responsive
 - Co-ordination
 - Integration with non-transport services
- Who can we expect to be responsible?
 - Can/ should community sector move mainstream