

Diversification to total local transport operator:

A tool to enable operators to set the
transport agenda

Demand Responsive
Cost Effective

Disruption - The Transport Revolution

- Demand Responsive Transport – where and when we want it
 - Customer mobility preferences (demand) are changing
 - How and when we want to travel
 - How we procure and pay for services
 - However the vehicles are essentially the same
- Industry Evolution
 - The Taxi Industry
 - Operators (supply) need to change with it
 - Bus industry needs to lead by example and shape its own destiny; not be like the taxi industry



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Public Transport and Demand Responsive Transport

- **Public Transport**

- Fixed routes
- Fixed fares
- Fixed time tables
- Designed around the commuter

- **Demand Responsive Transport**

- Customer decides where they want to travel and when
- Transport comes to the customer
- Flexible/proportional fares



Source: TfNSW

Aligning DRT with Public Transport

- **Where does it fit with Public Transport?**
 - Last mile connectivity
 - Geographically constrained areas (regional and peri-urban)
 - Support for burdened public transport systems
 - High end traveller – shuttle services
 - Transport as a service
 - Low volume / high revenue



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Policy and Regulation

Victoria's Public Transport Policy

- The Victorian experience
 - There is no public transport strategy
 - There is no policy around DRT
- Commercial Passenger Vehicle Regulations
 - Came into operation in July 2018
 - Vehicle, driver and operator obligations
 - Delineation between commercial vehicles and public transport
- Bureaucrats see DRT as a substitute for actual public transport services
 - No investment needed by government
 - Risk on industry to provide service
 - Cost born by the consumer
 - DRT >>> \$\$\$\$\$ >>>>> Public Transport

Trains are NOT the ONLY answer!



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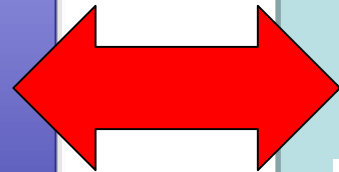
Industry Led Solution

- Industry needs to lead the conversation with government
- Need to consider DRT as part of a total transport solution across all modes of public transport – not a substitute for bus services
- Corporate social responsibility – local operators are integral to local communities
- A solution that works for the local community
- Co-investment between industry and government (State, local and federal)

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Commercial Opportunity

Bus Operators



WE. RIDESHARE.



Total Transport Operator



Get There

Industry Led Solution

- 2+ Years R&D
- Global Solution
- Multiple Service Offerings
- Central Platform
- Integrate Across Transport Systems



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What Needs To Be Addressed

Service Delivery

- There is extensive unmet transport need across the state
- Change the paradigm public transport services are provided
- Create flexible service delivery contracts
- Understand the real cost and benefits of service delivery
- Integrate transport services across all providers
- Coordinate funding governments
- Improve transport utilisation

Policy and Regulation

- Devolve planning and service delivery
- Integrate local transport into a single service delivery system
- Coordinate funding models
- Create a single body responsible for accessibility
- Bureaucratic inertia
- Regulatory constraints
- Service delivery contracts
- Big project obsession



THANK YOU

ANY QUESTIONS?

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