

# Rural Connectivity: The “Community Vehicle Trust” model

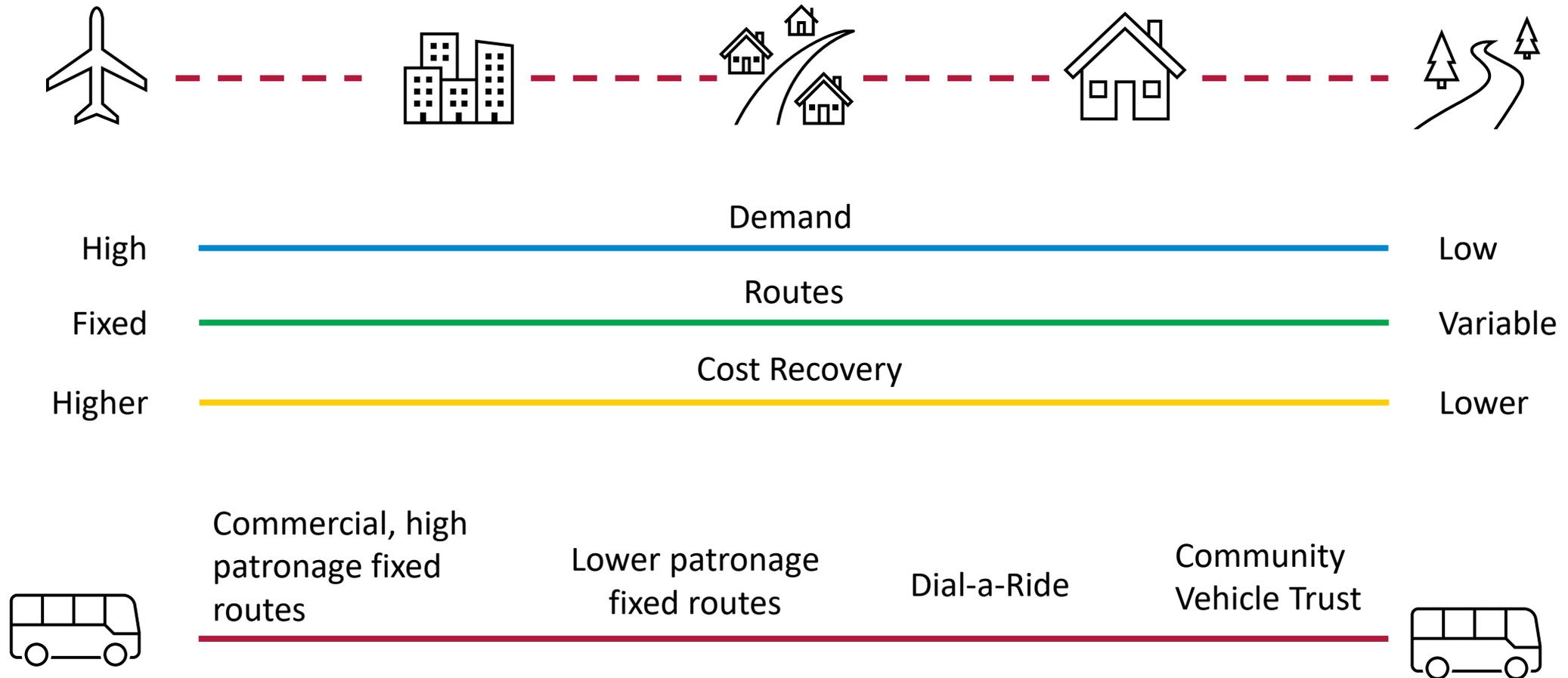
Meghan James  
Senior Transportation Planner, Abley Ltd



# Rural Connectivity: The “Community Vehicle Trust” model



# Public Transport



# Demand Responsive Transport (DRT)

- A flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off
- Implemented to improve social inclusivity
- Improve access to services in low-density areas
- Contribute to decarbonisation



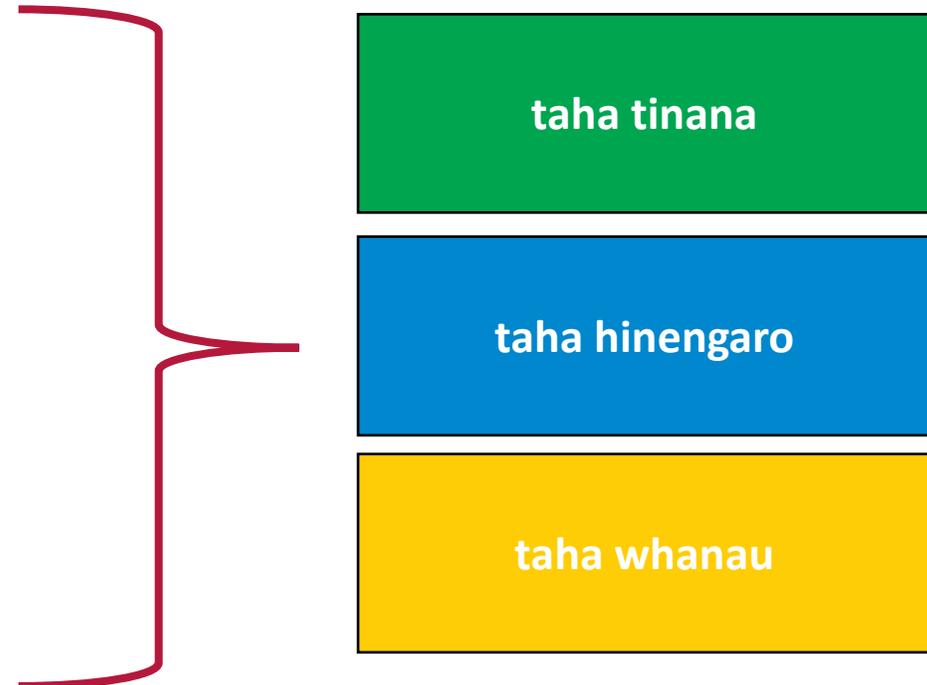
# Community Vehicle Trust (CVT)

- Community vehicle trusts are registered charitable trusts
- Fully community owned and operated
- Funding grants are provided by Environment Canterbury (and other organisations)
- Volunteers drive the vehicles
- Passenger fees are set to cover the operating costs of the trips

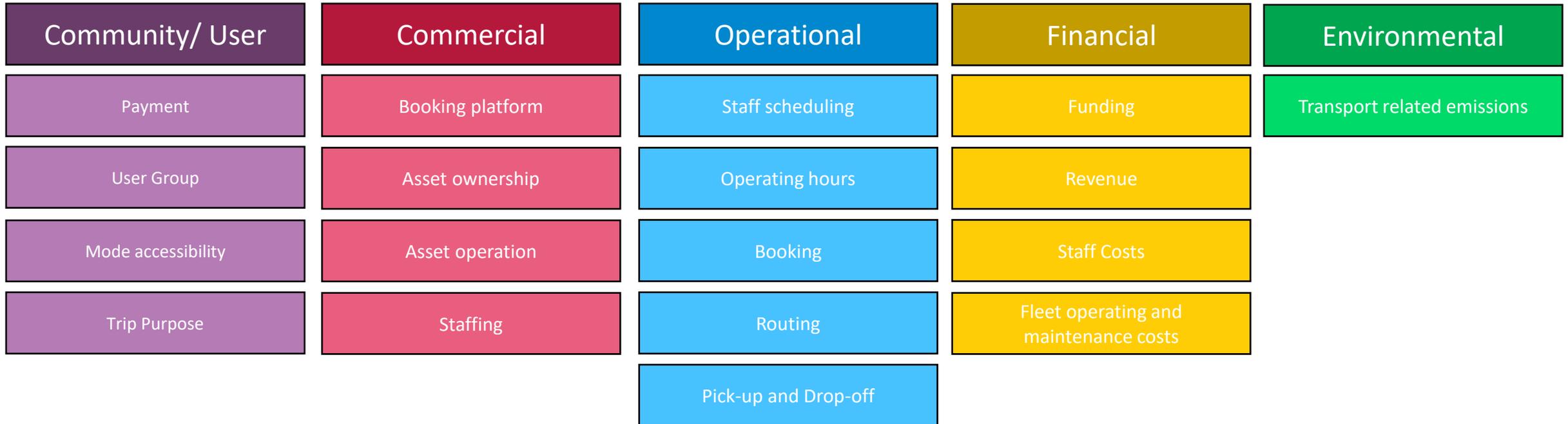


# Existing Benefits

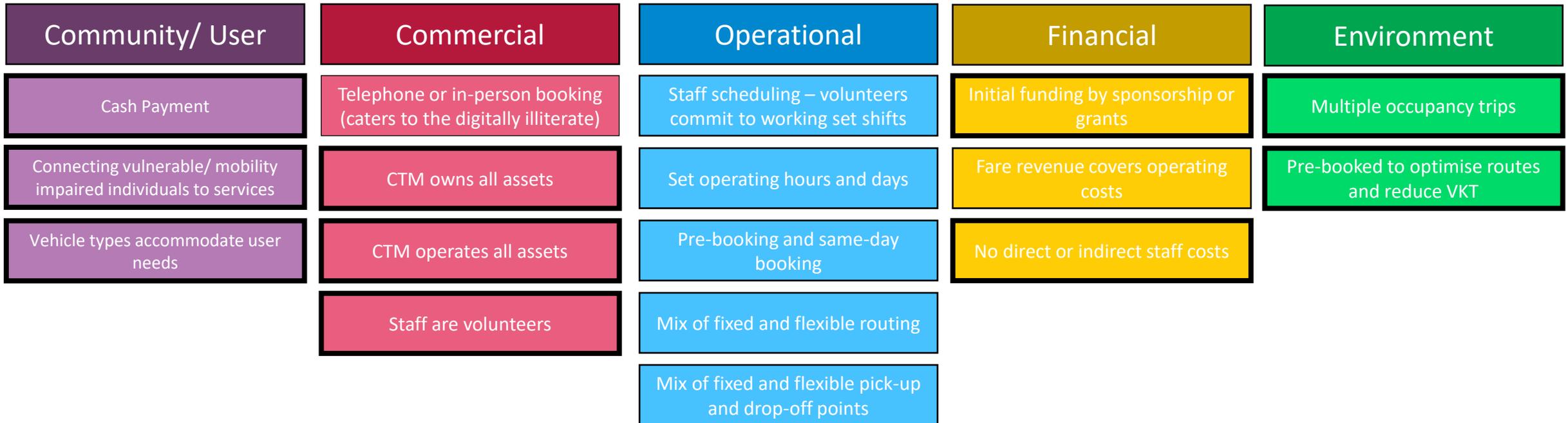
- Providing affordable and dignified transport options for people who are unable to transport themselves
- Keeping people living in their own homes for much longer
- Allowing people to get out into the community as they get older
- Provides a wider range of customers for nearby businesses.



# DRT Business Model – Key Components



# CVT Service Model – Key Components



Consistent components across all trusts

# CVT Service Model – Variable Components

Community Vehicle Trust Area	Commercial				Operational										Financial						Vehicle Hire
	Booking Platform				Booking		Operating Hours		Routes		Home Pick-up and Drop-off		Destination Pick-up and Drop-off		Pricing (Route)				Pricing (Person)		
	Phone	Email	In Person	Social Media	Day(s) before (set time)	Any time (inc. same day)	Set Hours	Set Days	Fixed	Flexible	Fixed	Flexible	Fixed	Flexible	Fixed by route	Fixed by OD pairs	Fixed by areas	Variable by OD	Differs between user group	Differs between no. passengers	
Ashburton	Y			Y	Y		Y	Y		Y		Y				Y		Y			
Amberley	Y	Y		Y																	Y
Amuri	Y	Y			Y				Y		Y		Y			Y				Y	
Cheviot	Y		Y		Y				Y		Y		Y			Y			Y		
Darfield (Malvern)	Y				Y				Y		Y	Y	Y	Y		Y				Y	
Ellesmere	Y	Y			Y				Y		Y	Y	Y			Y				Y	Y
Fairlie	Y		Y																		Y
Geraldine																					
Hawarden-Waikari																					
Kaikoura																					
North Canterbury																					
Pleasant Point																					
Twizel-Tekapo																					
Waimate																					
Waikataki Valley																					

# Why is the CVT Model Successful?

1. One specific user group
2. Up front funding and ongoing sponsorship
3. Volunteer operated
4. Commercial, Operational and Financial aspects can be tailored to each area



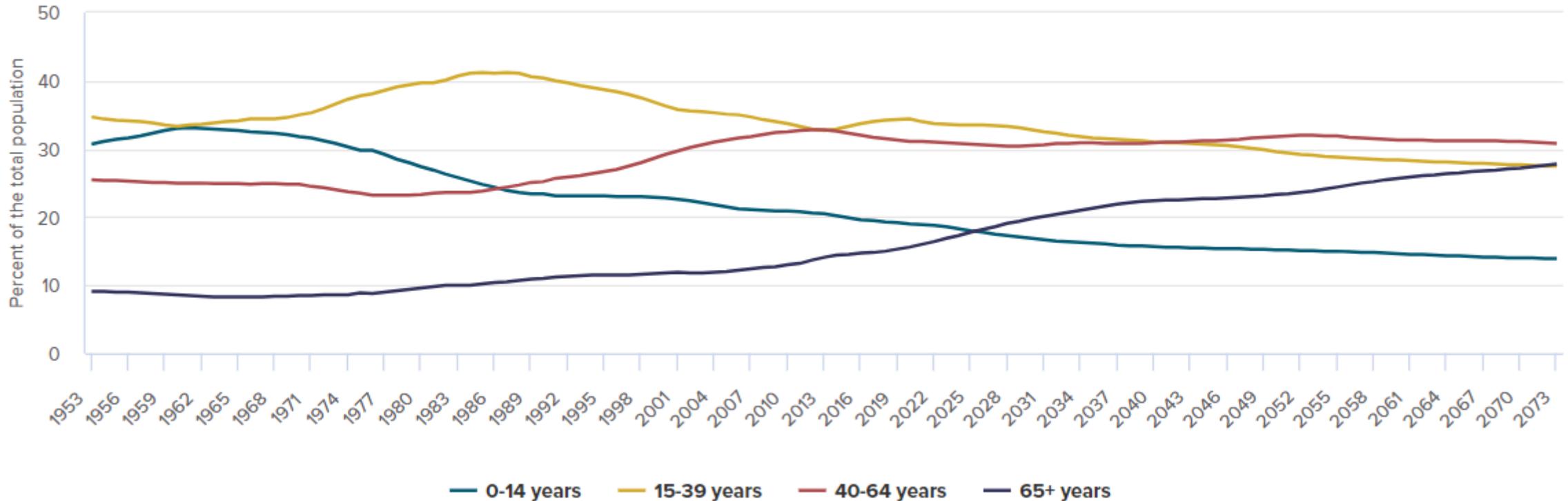
# Limitations of CVT Model

1. Relies on funding and sponsorship
2. Relies on Volunteers
3. Provides a solution for one user group



# Is the Model Sustainable?

Age distribution of the population, based on the median projection, year ended June 1953–2073





**Auckland**

Level 1/70 Shortland Street  
PO Box 613, Shortland Street  
Auckland 1140  
Aotearoa New Zealand

**Wellington**

Level 1/119-123 Featherston Street  
Wellington 6011  
Aotearoa New Zealand

**Christchurch**

Level 1/137 Victoria Street  
PO Box 36446, Merivale  
Christchurch 8146  
Aotearoa New Zealand

**hello@abley.com**

**+64 3 377 4703**

**abley.com**