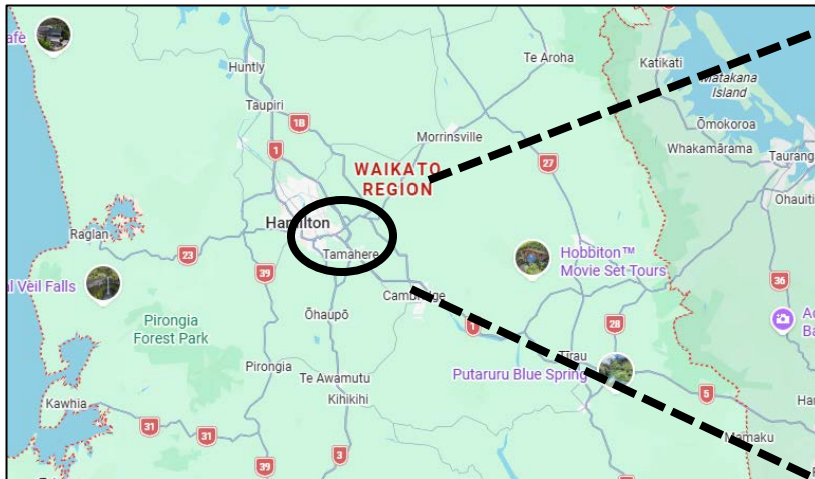


Co-Designing Resilient Transport Solutions In Resource-Constrained Environments

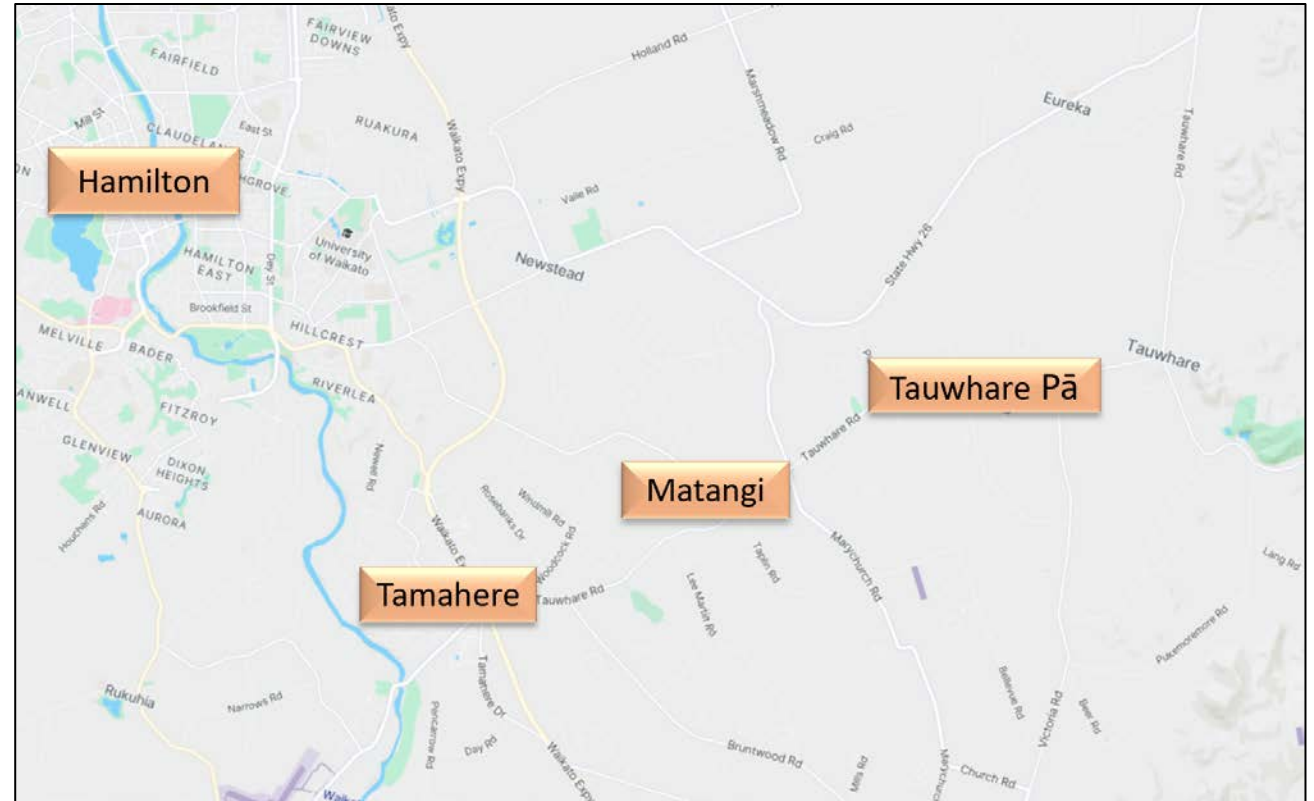
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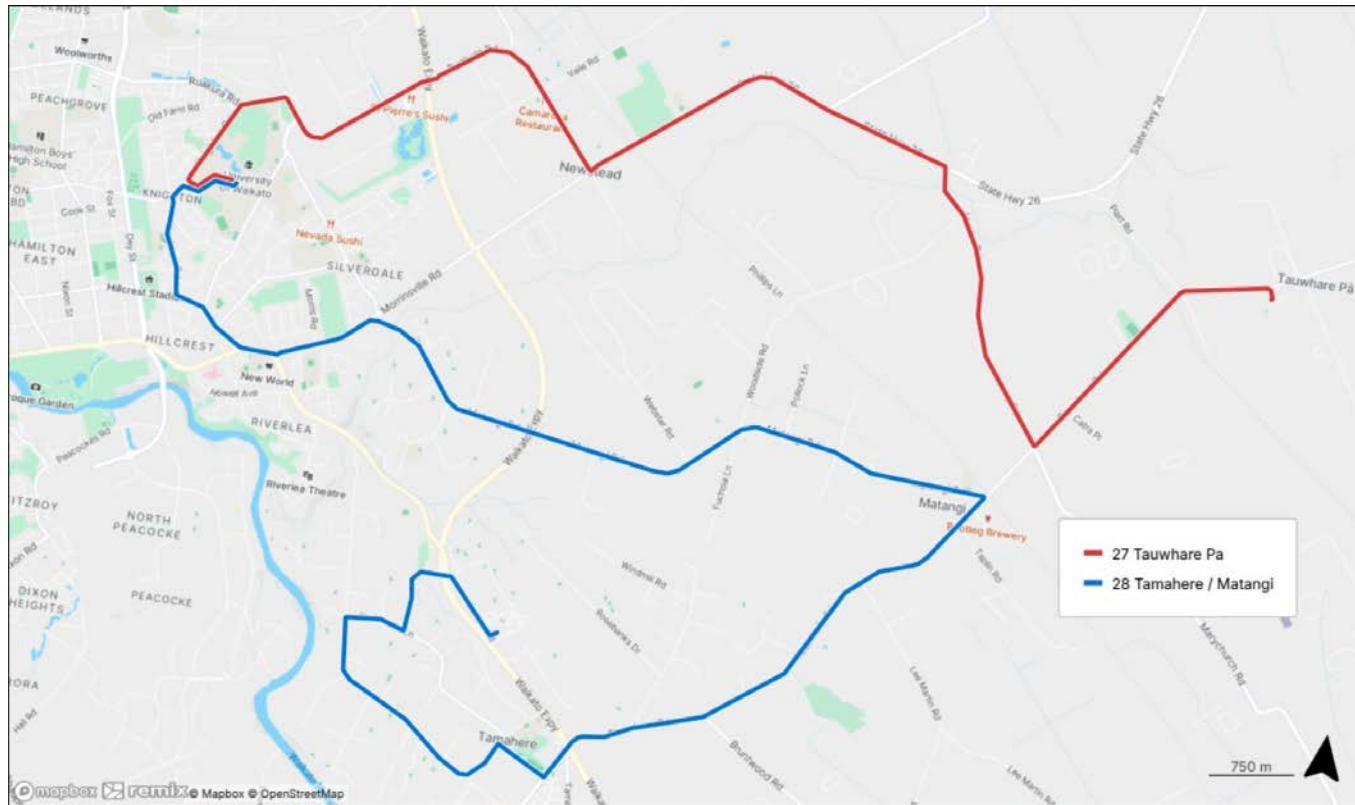
The Problem



- Regions can innovate with local share funding or trials.
- Community-led planning and co-design make services fit-for-purpose from day one.
- Flexible service design allows incremental growth.



Co-Design, Priorities & Trade-Offs



- Early workshops + hui to shape priorities
- Clear asks: Hillcrest, Uni link, LIC, retirement villages
- Inter-community links valued over direct CBD access
- Key trade-offs agreed together:
 - Protect MoE school buses
 - Terminate at University hub
 - Use 12-seater shuttle
 - Longer trial instead of weekend service

High Social Value in a Low-Farebox Context

- #27 = peak commuters; #28 = diverse off-peak/Concession users
- 6.5% farebox recovery low, but appropriate for a coverage-focused peri-urban service
- High equity value: independence, inclusion, access to essentials
- GPS/private-share expectations misaligned with rural catchments & land use
- Policy tension: GPS expects higher farebox/private share than rural context allows



10,531

(+41% above
forecast)
boardings
in 18 months



\$23,613

(+63% above
projection)
revenue



6.5%

farebox
recovery

Fair Funding for Communities Beyond the City

- RPTP: differentiated service delivery expectations for rural/urban services
- Lower farebox/private share is inherent to coverage services
- Indicators needed: demand growth, reliability, social value, realistic private-share
- Local contributions not sustainable; PT must remain a public service



- National challenge: funding social value within current GPS settings



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