

Rethinking public transport (Part 1: IRT)



IRT Aspirations

As close as we can get
to...

Everyone in Wales can access effective public transport

Replace s63 subsidised bus services with high quality, responsive services which operate where and when needed

Safeguard future for community transport and local operators; simplify funding

Start of a wider transformative programme – Mobility as a Service



Context

For six months, TfW has been developing a proposition for integrated responsive transport with colleagues from WG, Valleys Taskforce, National Software Academy, local government, operators, PTI Cymru, the Community Transport Association and Older People's Commissioner

Rural services are provided and operated under various licences by a combination of:

- C. 100 community transport operators
- Welsh Ambulance Service Trust
- 22 local authorities
- C. 90 local companies
- National operators such as Stagecoach, First, Arriva

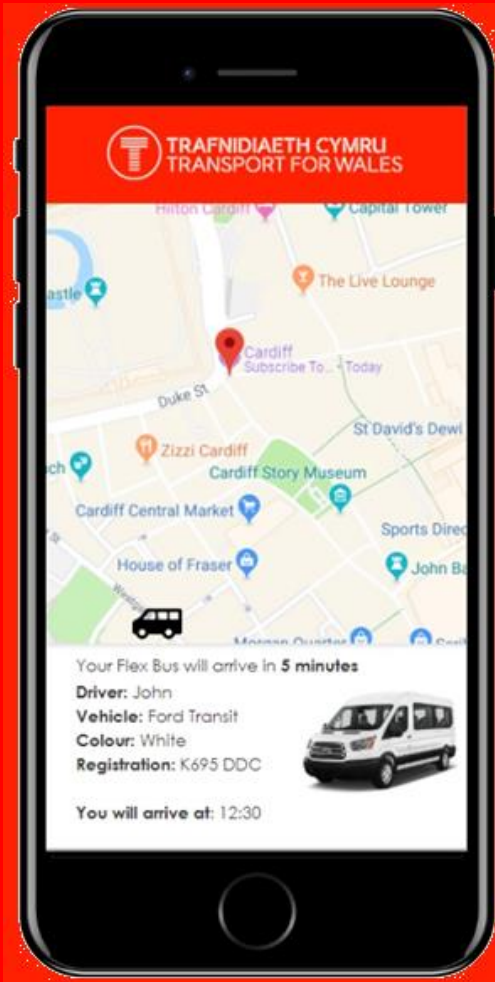
Our vision is to coordinate these different providers to offer a cost-effective, flexible national service for all of Wales

Many local authorities have gone some way towards this but have limited capacity

Central support is required to make this into a modern, high quality, sustainable and scaleable service



Plans



Central support will provide a consistent, high quality service, using latest technology:

Software platform, likely based on existing technology and products

Bilingual customer service facility using PTI Cymru (Traveline)

Central branding, standards for vehicles and marketing support

Common operating model across Wales including community and local operators



Design

Replacement for poorly used, infrequent bus services, integrated and complimentary to commercial bus services

Maximise use of vehicles: patients, social, commuting, education etc.

Integrated with other transport: core bus services, e-scooter, rail and metro

Local authorities/JTAs accountable for service and some funding



Marginal cost of high quality vehicles and software v low: target not just 'social service' but also car owners



Mobility as a Service

IRT is part of the wider vision for public transport *which will be presented in early April*

