Hi Stephan

You have many local transport operators that you have not consulted with in The Barossa have been monitoring the empty Keoride busses, even chatting to a couple of drivers (you'll quickly stop that!) about the small amount of customers this service is attracting. parked under trees here and there. Definitely not a viable operation, but ok for your Government.

Unfortunately your lack of community consultation has caused some problems. There are now 25+ taxi drivers in the Barossa Valley Uber is batting at the door at poverty pay rates, all the cash going back to San Fran, and it has fallen on your deaf ears. If your wish is to improve outcomes for this community, you should reconsider your approach.

This is the last time I will voice my opinion to you Stephan. I will redirect my concerns to people that care. We Care.
MINUTE

MINUTES forming ENCLOSURE to

TO: MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT

RE: FUTURE MOBILITY LAB FUND—OUT OF SCOPE—BAROSSA VALLEY ON-DEMAND TRANSPORT TRIALS

PURPOSE

To seek your approval to use most of the remaining Future Mobility Lab (FML) Funds to extend the Barossa Valley trial for an additional month to transition to ongoing On-Demand services within the context of the pre-existing fare box service contract and service levels while retaining the technology and reduced fares.

BACKGROUND

Under the FML, $1.7 million of funds were approved for two trials of on-demand transport services in the Barossa Valley, for a six-month period which is due to end on 13 July 2020. Both of these services are operated by Keolis Downer (KD).

DISCUSSION

[Redacted]
Barossa Valley

Passenger growth in the regional environment of the Barossa Valley has been slower, however, there has been consistent growth throughout the trial term with an average of 30 passengers per weekday, from the baseline of the previous DAR service of 10 passengers per weekday. While travel habits may be slow to change, particularly on weekends, there is latent demand for additional transport services within the Barossa Valley region. The service has been strongly promoted and marketed throughout the term; however, patronage has fallen short of targets set during project conception and has been exacerbated by the temporary shutdown due COVID-19 in March/April.

The Barossa service was a temporary upgrade to the pre-existing DAR service. Ticket prices were reduced from the DAR price of $11.60 for an adult and $5.80 for concessions to $6 for adults and $3 for concessions, including seniors.
RECOMMENDATION

It is recommended that you:

OUT OF SCOPE

- Approve the Barossa trial extension to 13 August 2020 and a transition to the ongoing on-demand service model for the Barossa Valley.

ENDORSED

EXECUTIVE DIRECTOR
SAPTA

Executive Director
ROAD AND MARINE SERVICES

2020

NOTED or APPROVED / NOT APPROVED

Tony Braxton-Smith
CHIEF EXECUTIVE

APPROVED / NOT APPROVED

HON STEPHAN KNOLL MP
MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT
MINISTER FOR PLANNING

Attachments:
Attachment A - OUT OF SCOPE
Attachment B - Barossa Valley On-Demand Trial Interim Report (15621615)
Attachment C - OUT OF SCOPE
Attachment D - OUT OF SCOPE

11/7/2020

Released under Freedom of Information Act 1991
From: [Name]
To: AGDr: Minister Wingard
Subject: On Demand Buses we have on Keoride
Date: Wednesday, 19 August 2020 2:04:51 PM

Dear Corey,

I would like to keep the Keoride on Demand to promote transportation easier. The way the cut it back is silly, and the six-month trial why can't we keep it here? Why are you not dealing with the Barossa Valley customers? It is better to operate here than taking it away. Bring it back seven days a week if you can. I am looking forward for your positive feedback soon.

Best Regard, [Name]
Thank you for your email regarding the on-demand bus trial in the Barossa Valley.

I appreciate receiving your feedback regarding consultation with local businesses. The Department of Planning, Transport and Infrastructure advises the on-demand bus trial is designed to provide technology focused services targeting support for mass-transit public transport. This is a different model of service provision to that offered by existing taxi or public transport services and was therefore subject to a select market approach to address the relevant assessment criteria.

The trial is aimed at generating data for new and innovative ways to deliver public transport, providing the South Australian Government a greater understanding of flexible and demand responsive mobility services in regional environments. The six month trial will commence on 13 January 2020 after which the results will be evaluated.

The on-demand bus trial will also provide an innovative public transport alternative to the current Dial-A-Ride service. The department will also engage with the local community during the trial to help understand the potential benefits for public transport and the opportunities to improve transport services.

I thank you again for taking the time to write to me and trust this information is of assistance.

Yours sincerely

HON STEPHAN KNOLL MP
MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT
MINISTER FOR PLANNING

6/1/2020