

Appendix 2. Survey 3 Responses to 9

Transport Options

Please select one option below

| | Postcode | Comments (Optional) |
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| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4548 | An agile, on demand, and economical solution. Not fixed infrastructure (light rail) running along our pristine coastline As relatively new residents in Buddina my wife and I will be supporting you. I will forward an article which may be of significant interest later today. |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4575 | Best wishes, Richard Pease |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4572 | Existing infrastructure is better enhanced to provide for moving a greater volume of people around, as opposed to putting in new infrastructure (such as light rail). |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4556 | Light rail infrastructure is too expensive & will spoil the unique coastal corridor of the Sunshine Coast. Too few ppl use public transport to warrant the high cost of light rail on SC ratepayers. |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4556 | No light rail Costly and environmentally unfriendly |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4575 | No light rail! |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4572 | No light rail. No high rise no noise No tracks No wires |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4557 | No need unless high-rise is the real reason. |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4551 | Please don't use mass transit as a Trojan Horse for inappropriate development and high density accommodation |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4560 | technology is changing fast but at the moment electric trackless buses/trams seem the best option. |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4575 | The cost & timeframe for implementing a Rapid bus transit system that can be extended to include suburbs located further away would be much lower along with the benefit to the community as a whole. |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4556 | We do not need need light rail to destroy our communities! Electric buses are the much cheaper option. They can travel to all our communities to benefit the whole Sunshine Coast. The costs would also be much cheaper |
| Bus Rapid Transit – 25 metre-long battery-powered, rubber tyred vehicles running at high frequency in a dedicated busway corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4557 | We need, (demand) vehicles that are able to use existing road infrastructure that enable modification of routes in the future without major investment, no extra maintenance and improvement cost to single use areas such as track networks. |
| Business as Usual | 4553 | I support a viable option in the form of smaller buses and "transient" bus routes to accommodate the real majority of residents. Like people trying to get to University and schools from anywhere west of the highway. The light rail will only benefit investors in a small corridor. Residents and business have to come up with "creative" ways to capitalized on the light rail. Apparently, we are all supposed to sell up to Council overseas investors and entrepreneurs and move to the Coast, The light rail is a major investment in ratepayers money and resources whereby the wider coast community will pay the debt for "quite some time. Just jobs for the boys. |
| Business as Usual | 4557 | I wanna free, taxpayer funded, non-refundable pension with all of the accompanying freebies, lurks and perks. |

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| Business as Usual | 4556 | Improve the rail line to Brisbane to reduce travel time and have buses from the stations to the coast. This would benefit more people and not restrict beach access for locals and tourists. |
| Business as Usual | 4575 | No change PLEASE we do not want to be like The Gold Coast |
| Business as Usual | 4575 | No High Rise on our Coast. As far as we are concerned light rail will alter the character of our Coast . |
| Business as Usual | 4557 | No light rail ! |
| | | I'm NOT in favour of High Density Living. But am in favour of Light Rail Transport. |
| | | Stage 1: Sunshine University to Sunshine Coast Airport. (Via Mountain Creek / Mooloolaba / Alexandra Headland / Maroochydore / Pacific Paradise / Cooloom. (Sunshine Coast Airport). |
| | | Stage 1A: Sunshine Coast University - Sunshine Coast University Hospital. |
| | | Stage 2: Sunshine Coast University Hospital - Caloundra / Kings Beach. |
| | | Light Rail Maintenance Depot to be constructed with Sunshine Coast Airport Precinct. |
| | | Unfortunately, your survey ONLY allows (1) choice although it includes other ideal choices for Commuter Satisfaction and Improvements overall. My suggestions have been put forward several times on Social Media & in general conversations. It would remove large amounts of Traffic Congestion, reduce Motorist frustrations, reduce Traffic accidents etc. Light Rail would improve business in many area's as well bring in improvements to employment & local industry that would be during construction phase of the Light Rail Stages. I have studied & researched many styles of Light Rail & Heavy Rail Rolling Stock & area's of Rail Infrastructure that would be applicable to the Sunshine Coast. |
| Light Rail Transit - 45 metre long modern rail vehicles running at high frequency on a dedicated trackway mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4560 | |
| Light Rail Transit - 45 metre long modern rail vehicles running at high frequency on a dedicated trackway mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4555 | It works well on the Gold Coast, so why not here. |
| | | <p>1) <input type="checkbox"/> The Sunshine Coast does not have the population now or in the future to support a mass transit system.</p> <p>2) <input type="checkbox"/> It does not have the population funding base to support the resumption required, construction of infrastructure, purchase of vehicles, or the ongoing running costs and maintenance.</p> <p>3) <input type="checkbox"/> It appears that the current bus system is under used and requires review and an update.</p> <p>4) <input type="checkbox"/> Current information available indicates that there is no funding support from both state and federal governments for light rail but as there is a heavy rail corridor available support may be forthcoming for this.</p> <p>5) <input type="checkbox"/> The current development and partial building of sports complexes by the council indicates that it presents these developments to both levels of government as a fait accompli and appears to paint these entities into a corner for funding using the proposed Olympic games as a given.</p> <p>6) <input type="checkbox"/> Increase in population density will create an environment not conducive to a life style that present or incoming residents' desire.</p> <p>7) <input type="checkbox"/> The option and discussion of "heavy rail" between Maroochydore and Brisbane is ignored by the council and present state government. Why?</p> <p>8) <input checked="" type="checkbox"/> A reliable heavy rail will obviate or reduce the use of cars commuting to Brisbane.</p> <p>9) <input type="checkbox"/> The current highway between the Coast and Brisbane is completely inadequate with congestion a daily occurrence.</p> <p>10) <input type="checkbox"/> The present increase in dwellings at south Caloundra to Roys Road is already adding to the highway congestion.</p> <p>11) <input type="checkbox"/> The wishes of the rate payer appear to be ignored and should have priority over developers whose sole interest is financial gain.</p> <p>12) <input type="checkbox"/> Surveys must be conducted within the region i.e. ratepayers and permanent residents. Students (who do not pay rates) should not be included in any survey. This also applies to holiday makers from intra, interstate as well as overseas' tourists.</p> <p>13) <input type="checkbox"/> The SCC has already expended millions of dollars in preparation for this mass transit option without first having a real discussion with the ratepayers.</p> <p>14) <input type="checkbox"/> Council surveys in the past are biased toward the preferred Council outcome.</p> <p>15) <input checked="" type="checkbox"/> A spacious green environment as opposed to dense concrete congestion is more conducive to the physical and mental wellbeing of residents and holiday makers alike.</p> |
| None of the above (Please provide why in the comments box) | 4572 | A heavy/rail and bus combination in my view would be far more practical solution for the coast, cost affective with the already available land set aside, the rail combined with buses would be accessible to far more destinations stops across the entire region, one benefit of that would be the spread of the consumer dollar reaching more businesses rather than the coastal strip alone. A more flexible bus network would provide practicability in terms of night life in the region for entertainment/shopping and employment. Buses can operate 24/7 with little to no noise impact. The Sunshine Coast has a multi-faceted work force requiring a flexible reliable transport system, what's on offer above is more "gimmick" then solution that will have a lasting financial burden on the rate payer, whilst robbing the Sunshine Coast of the natural aesthetics permanently. |
| None of the above (Please provide why in the comments box) | 4519 | Anything that any governmental (public service), taxpayer funded, does has been inept, incompetent, inefficient and grossly wasteful. |
| None of the above (Please provide why in the comments box) | 4575 | Cameos and dedicated electric buses |
| None of the above (Please provide why in the comments box) | 4556 | Fix the very congested roads, upgrade bus service with electric buses or at least less noisy ones. Make some routes free to encourage usage. |
| None of the above (Please provide why in the comments box) | 4575 | Focus on other bleeding infrastructure and issues that are suffering due to the significant relocation from Victorians and NSW since covid. Definitely don't want light rail - it's failed on Gold Coast and their population is higher. |
| None of the above (Please provide why in the comments box) | 4557 | Heavy rail connecting the Sunshine Coast (Maroochydore, Mooloolaba, Caloundra) to Brisbane |

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| | | <p>HEAVY RAIL IS THE BEST OPTION</p> <p>"The train arriving at Maroochydhore station on platform 2 is the express service to Brisbane. First stop Mooloolaba, then Kawana, Caloundra, Caloundra South, Beerwah then all stations to Caboolture."</p> <p>It's a phrase that I hope to hear in my lifetime, but I'm afraid will not happen, due to inept successive governments, failing to deliver on countless proposals, studies and announcements about a Sunshine Coast Rail network since the mid-1990s.</p> <p>The original Caboolture to Maroochydhore Corridor Study (CAMCOS) was a proposal in 1999 for a passenger train service for the Sunshine Coast which would also provide travellers with a fast link to Brisbane. It included an upgrade of the North Coast rail line from Caboolture to Landsborough and a new line from Beerwah to Maroochydhore. Over 25 years later we are still talking about it without a single sleeper being laid towards Caloundra and Maroochydhore.</p> <p>In 2005 a \$480 million project was announced by the Queensland Government, to boost northern rail services and provide the vital first link in the CAMCOS high speed service to the Sunshine Coast. It was launched by Transport and Main Roads Minister, Paul Lucas. He said the project would give the green light to the Beattie Government's commitment of a high speed rail service between Brisbane, Caloundra and Maroochydhore. He also said, "We will establish the line from Beerwah to Caloundra by 2015, and up the coast to Maroochydhore by 2020, bringing rail to the Sunshine Coast."</p> <p>Light Rail needs higher-density development along the transport corridor to be sustainable. No people, no passengers. Simple mathematics. If light rail goes ahead, of course there will be high rise developments around it. This is not what we need on the Coast and it is not what the community wants. With the disruption to residents and business, Light Rail will cost too much and severely impact on our way of life for little benefit.</p> <p>What we do need is heavy rail connecting us to Brisbane, with train stations at Maroochydhore, Kawana, Caloundra and Caloundra Sth. then onto Brisbane. The CAMCOS corridor exists, and studies been done which suggest this is the best way forward. CAMCOS has been talked about by successive governments for decades and little has been done. Now is the time to get it done and do it properly!</p> <p>Light rail is an absolute waste of money. Look at the proposed routes, the cost will be billions and interrupt the lifestyle for many residents and businesses on the coast, for many years. We simply cannot afford such a proposal. Our local council, state or federal government, just don't have the money. It's pie in the sky stuff, to appease developers, architects and urban planners.</p> <p>Bring back CAMCOS and the heavy rail option. It's cheaper and more convenient for commuters & tourists to/from Brisbane.</p> <p>Heavy Rail is a real solution to ease Bruce Highway traffic also. Light rail may be ok for the Gold Coast and Sydney where there are greater population numbers in high rise developments, but not the Sunshine Coast. The extensive studies for CAMCOS, going back 20 years, have proven that heavy rail is a cheaper and more effective option. The corridors are already built for it, and no one wants a tram running down the esplanade ruining our view.</p> <p>Here's another option. Extend the North Coast Rail Network and connect heavy rail from Landsborough, Caloundra South, Caloundra, Kawana, Maroochydhore, and back out to Woombye. With the new Maroochydhore CBD, the perfect time is now to develop a Maroochydhore train station. Then increase train services between Gympie and Caboolture for real change.</p> <p>Plan for the future, not just help tourists get around while they are here in pretty trams. We already have a bus network that works fine. Light rail is basically reinventing the wheel, trying to replace bus services which are already in place.</p> <p>The fact that Heavy Rail is not one of five key mass transit options in the Sunshine Council's Mass Transit Options Analysis Paper shows the bias. The "have your say" feedback on Council's website is skewed towards a solution which the community does not want. It focuses on the proposed light rail route, and asks you to comment about that route only.</p> |
| None of the above (Please provide why in the comments box) | 4556 | Higher-density development along the transport corridor is the only way light rail can be sustainable. But, Light Rail & higher-density development is not what the community wants. Heavy rail is the best option." |
| None of the above (Please provide why in the comments box) | 4575 | Heavy rail through corridor as proposed by Andrew Wallace |
| | | <p>I am in favour of a heavy rail link that connects the sunshine coast to Brisbane. It will reduce traffic on the bruce highway, make it quicker to get to Brisbane and safer. In addition a fast rail link to brisbane will increase job opportunities and will replicate the people who live in on the central and southern coasts of NSW who can work in the Sydney CBD but live on the coasts.</p> |
| | | <p>I am definately against any light rail on the sunshine coast as it would be a complete waste of money and not directed to where the public transport is needed. Foe example there is no direct bus route from my home town palmwoods to maroochydhore. In order to get to Maroochydhore for work during peak travel times it involves walking 5.5kms to woombye school and then catching a 610 bus to maroochydhore. Making all connections it takes 2.5 hours to travel what takes 15 Minutes by car. I am surrounded by dirt roads and single lane bridges public transport and transport in general away from the coastal strip is absolutely shit. I would say its near impossible using public transport to get to the Airport, University for my kids or the new SCU hospital. The light rail idea is one of the dumbest idea's i have ever heard of and clearly the dream of people who do not use public transport</p> |
| None of the above (Please provide why in the comments box) | 4555 | |
| | | <p>I believe that "Mass Transit" is simply a mask to disguise an intent to facilitate unacceptable property development along the coastal strip, where it has most value to developers and not the population. Any discussion regarding mass transit options should therefore be closely linked to anticipated Planning Scheme revisions and population growth patterns - and not just along this limited strip.</p> <p>I also believe that the options raised are heavily bound by "traditional" or aged technology ideas, that whilst allowing for new technologies in motive power to transport, largely ignore the enormous benefits that can be extracted from using data, real-time optimisation of networks, and advanced communications and robotics technologies. This is disappointing given that the SCC holds itself to be a technology leader. It also makes little sense to me to install high cost, non-scalable, fixed infrastructure in an area that is likely to be most vulnerable to changes in climate and sea level rise.</p> <p>It would seem more sensible to use heavy rail on CAMCOS from Beerwah to Maroochydhore as the spine of the system, and develop hubs off the stations on the CAMCOS spine. Feeder bus services using wi-fi and GPS connected smaller electric/hydro buses could be developed off these hubs. This network of smaller environmentally-friendly "smart" buses can be developed IMMEDIATELY off the proposed station locations, and so seamlessly incorporate into CAMCOS when this comes on line.</p> |
| None of the above (Please provide why in the comments box) | 4557 | I do not like the 9 options being put forward by Council as they do not benefit the whole region only the 13km strip. I would prefer to see the CAMCOS rail line duplicated to ease congestion from Brisbane to the Sunshine Coast. |
| None of the above (Please provide why in the comments box) | 4557 | I do not understand the consequences of each selection if it means getting rid of car parking along the shore I find it is not a solution at all as that makes it impossible for old people to get to the beach as well as large families with young children |
| None of the above (Please provide why in the comments box) | 4556 | I don't think any of the above will solve the transport problem. |
| | | We need train transport of some sort east -west then efficient bus from various stops to concentrate and cater on development in those areas NOT along our beaches and coastline where medium and high density development could naturally occur. |
| | | We have something special and unique here on Sunshine Coast and we live here because of that. Population is growing but we can't risk ruining what made us unique and special.....we have to think long and hard about the best way forward to deal with population but keep our lifestyle that we love. |
| None of the above (Please provide why in the comments box) | 4556 | I live in the country and don't have access to public transport |
| None of the above (Please provide why in the comments box) | 4458 | I support heavy rail option CAMCOS |
| None of the above (Please provide why in the comments box) | 4556 | |
| None of the above (Please provide why in the comments box) | 4557 | I support the a joint initiative between council and state and federal governments to build a high speed train from Brisbane to Caloundra and Maroochydhore on the already purchased corridor. |
| | | I was against this. However - On review of the light rail in Sydney. |
| None of the above (Please provide why in the comments box) | 4558 | I have changed my mind and Totally support the light Rail. Light rail has made Sydney a much better city. We definitely need something like this to help ease the congestion woes we are suffering. |
| None of the above (Please provide why in the comments box) | 4575 | I would prefer the heavy rail option along the already allocated CAMCOS corridor with appropriate and dedicated bus services to and from the railway stations and provision of park and ride facilities. |

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| None of the above (Please provide why in the comments box) | 4575 | It is obvious that the best option is a fast/heavy rail from Brisbane to Maroochydore (Camcos) with a modern, efficient, flexible, green, bus system connecting ALL the sunshine coast region. |
| None of the above (Please provide why in the comments box) | 4672 | Leave the Sunshine Coast as it is. Use Electric Buses and Hard Rail from Beerwah to Maroochy CBD only to transport people to Brisbane Mass transit is not the solution as the problem is the proposed high density developments in existing suburban areas. |
| None of the above (Please provide why in the comments box) | 4575 | Heavy/fast rail connections is better as the land has already been set aside for this project. |
| None of the above (Please provide why in the comments box) | 4556 | My fear is that parking availability at the beach will be removed in all of the options and I think that it is imperative that we are all able to access the beach by car. My preferred solution is to utilize the existing CAMCOS corridor that was earmarked for this type of transport option years ago. The land is available as the State Government acquired most of this 10 or more years ago. This provided for a light rail option from Beerwah to Maroochydore and should continue up to the Airport and it goes past populated areas that are still growing a little way from the Coast and past the new SCUH. |
| None of the above (Please provide why in the comments box) | 4556 | Never ever let the Trams come to the coastline of your coastal communities... |
| None of the above (Please provide why in the comments box) | 4221 | No decision should be taken on mass transit options until the 2016 decision to increase "infill" and decrease "greenfield" populations is reversed. |
| None of the above (Please provide why in the comments box) | 4551 | |
| None of the above (Please provide why in the comments box) | 4575 | Not suitable for this area not needed will impact so many people's lives in a negative way turning my neighborhood into a mass transit /highrise corridor is against our lifestyle |
| None of the above (Please provide why in the comments box) | 4556 | Other than a school bus ; I've never seen a near full bus on the Sunshine Coast in 26 years of living here . As an international pilot for 32 years I've used mass rapid transit and conventional bus and rail services around the world but only in high density high populace areas . I prefer a rate payer subsidised bus system to encourage greater use in concert with greater frequency to several hubs . These have been identified as Caloundra katana and Maroochydore . At present , to travel by bus with a connection and no prepaid can cost an amount equivalent to an Uber ride . There is little incentive to use public transport . A subsidised bus service for flat rate 2 dollar fares , for example , would encourage greater public use . I own three properties on the Sunshine Coast and would welcome a transport levy on those properties to achieve greater bus services . There is no need to change the roads and bus shelters , only an increase in buses and service routes offered . |
| None of the above (Please provide why in the comments box) | 4575 | Population density at present cannot cope. Traffic queues. Peak hour delays in suburban residential dwellings. Widening roads on coastal strip encourages more traffic. Increased high rise increases traffic. |
| None of the above (Please provide why in the comments box) | 4558 | Small electric/hydro/solar buses, east west. Future adaptable - oncall/uber potential. |
| None of the above (Please provide why in the comments box) | 4572 | Small free electric buses which run more frequently would be all that is required. We oppose high density living, why would you spoil such a beautiful area.? The above proposals are shocking in the extreme and must be opposed and prevented. We the residents of the Sunshine Coast do not want to live in the new type of community these leaders and developers are envisaging, congested with people and modes of transport and high rise buildings close to the beaches that will in no way accord with our coast life. |
| None of the above (Please provide why in the comments box) | 4575 | What can we do to stop them? |
| None of the above (Please provide why in the comments box) | 4558 | The Council proposal does not solve the transportation issues of the Sunshine Coast, and reflects a complete misunderstanding and disregard of the Sunshine Coast communities' wishes and expectations. The Council proposals are premised on massive infill along the coastal corridor which is not what the coastal communities, semi-rural communities and rural communities of the Sunshine Coast want, nor does it solve the transportation issues. The absence of long term strategic thinking and planning in sync with local communities' expectations is astonishing to say the least. The transportation issues can be addressed by a combination of heavy rail through the appropriate corridors connected with efficient community linkage services, and in doing so maintain the integrity of the various communities that comprise the Sunshine Coast. If the Sunshine Coast Council will not listen to it's communities and constituents, then State and Federal governments should step in to ensure they meet the Communities expectations. |
| None of the above (Please provide why in the comments box) | 4556 | The Council proposal does not solve the transportation issues of the Sunshine Coast, and reflects a complete misunderstanding and disregard of the Sunshine Coast communities' wishes and expectations. The Council proposals are premised on massive infill along the coastal corridor which is not what the coastal communities, semi-rural communities and rural communities of the Sunshine Coast want, nor does it solve the transportation issues. The absence of long term strategic thinking and planning in sync with local communities' expectations is astonishing to say the least. The transportation issues can be addressed by a combination of heavy rail through the appropriate corridors connected with efficient community linkage services, and in doing so maintain the integrity of the various communities that comprise the Sunshine Coast. If the Sunshine Coast Council will not listen to it's communities and constituents, then State and Federal governments should step in to ensure they meet the Communities expectations. I implore you to listen to the ratepayers and NOT developers. Kind Regards Ian Pollard |
| None of the above (Please provide why in the comments box) | 4575 | The current transport options are sufficient. Money needs to be spent on heavy or fast rail north and south This will eliminate commuter traffic and alleviate congestion. The majority of traffic along the NicklinWay is business vehicles - tradies, delivery vehicles and professionals for work appointments. Mass transit will not reduce this traffic. |
| None of the above (Please provide why in the comments box) | 4575 | The options paper states that traffic congestion will not be eased as a result of the \$1.5B investment and only 10% of peoples car journeys will use this mode of transport, 70% being still by private vehicle. In order to achieve the 10% usage planning zones will need to be changed along the Nicklin way to allow high density development. Council should focus on CAMCOS, improving traffic flows, and lobbying the dept of main roads to change its current bus model so that it matches the needs of the current population. |
| None of the above (Please provide why in the comments box) | 4555 | The Sunshine Coast does NOT need this transport system. I moved here from the Gold Coast hinterland to get away from the development that was happening there 30 years ago. Why does the Council think we need to be ruined by a light rail system? Tourists come to our Sunshine Coast as we are different from the Gold Coast - no high rises on the ocean side of the beach. The council has built a car park at Mooloolaba so let that be used instead of the light rail system! Enough is enough- we don't want to be a clone of the Gold Coast. |
| None of the above (Please provide why in the comments box) | 4575 | This MTS is a total waste of rate payers money, people just don't use the buses now, so why waste billions of dollars on something people won't use anyway, BUT, the most sensible thig to do, If Council must do it, is, to put in a monorail type system, I.E put it on pylons & put it in the air, that way there's no loss of roadway, no resumption of properties, got to be a far cheaper option, AND, if the council is Hell Bent on putting it in, let some private company do it & run it, then sit back & see how long before they go broke, that way it costs the rate payers nothing & makes the council look totally stupid, |
| None of the above (Please provide why in the comments box) | 4558 | Trains to the hospital and buses to take people where they want to go . I love the coastal route the way it is now! No barrier to the beach please! I support our local small businesses with car parking along the coastal route. |

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| None of the above (Please provide why in the comments box) | 4551 | Upgrade road network over the parrearra. Upgrade road network two lanes along Kawana link road. Connection via industrial estate Warana and Harmony/M1. Camcos between beerwah and Kawana Hospital. |
| None of the above (Please provide why in the comments box) | 4575 | Smaller more freq electric buses servicing more areas on the Sunshine Coast, prioritising areas without a bus service |
| None of the above (Please provide why in the comments box) | 4557 | Utilise the existing Camcos corridor with rapid trains between Brisbane and Maroochydore |
| | | We do not need all of this new transport,the bus service we have now is not used to its capacity,why spend more money? |
| | | We have a bus service in place which is hardly used apart from the young people who avoid paying, therefor the council is running the service at a loss I assume. Most of the buses don't stop near the shopping centers and the connection for the next destination is not planned. So how is the new light rail is going to serve the public. Everyone these days owns a car from the day they turn seventeen. This is a joke and has a plan to increase the hight density of ugly buildings sprouting suddenly all over the Coast. |
| None of the above (Please provide why in the comments box) | 4551 | |
| None of the above (Please provide why in the comments box) | 4557 | we need proper rail from cooloom via maroochydore caloundra then to beerwah other ideas are not going to help the traffic problems we have now |
| | | We need to be using existing commercial traffic areas like sugar, wises road and maud street - put less traffic and maybe more parking at alex and moolooaba slsc where the beach access and people live and congregate. The speed of traffic already along alex pde is dangerous. There needs to be more pedestrian and cycle pathways -what the council came up with and continues to come up is very narrow minded out of date and not taking environmental concerns into consideration. |
| None of the above (Please provide why in the comments box) | 4572 | |
| | | Whilst agreeing our roads and bus servicing routes have a lot of room for improvement, the Sunshine Coast Regional Area encompasses suburbs and towns outside the "coastal strip" and residents and ratepayers do not want nor wish to have their quality of life overtaken by increased population, permanent or transitory. I believe the Council should be doing a lot more toward the amenity of existing population demands, more road lanes on minor/major arterial roads throughout the region and better public transport including the CAMCOS corridor/heavy rail muted for development over many years, which I would love to utilise between Glass House and Maroochydore. We have a pristine environment albeit already toxic with traffic jams which Council appears to turn a blind eye to, including the Bruce Highway, Sunshine Motorway, Steven Irwin Way and Caloundra Road roundabouts all of which suffer congestion with minimal or no resolutions forthcoming. |
| None of the above (Please provide why in the comments box) | 4518 | |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4573 | A good bus service at a cheaper price and perhaps free for tourists during school holidays |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4575 | Am strongly opposed to the light rail project in any shape or form. Council should focus on getting the heavy rail line built and operating and fix the numerous traffic bottlenecks in our road system. The concept of buses running in centre lanes presents problems of access to and from bus stops, poses a very dangerous situation for passengers getting to / from the bus and will very likely create further traffic bottlenecks and resultant delays for motor vehicles. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4557 | Any option that has a negative impact along the beach front will be a mistake in the long term. Many parts of the Gold Coast light rail are concrete deserts. If this happened here, it would detract from the beauty and serenity of the maroochydore/Alex Headland/Mooloolaba region. The current bus network is excellent but underutilised. There is significant potential in improving the bus network to make that a attractive option rather than ruining the beauty of our region. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4558 | Council should also make use of the currently unused CAMCOS corridor as a busway. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4556 | Half the bus size and double the bus routes. Look at any bus and you rarely see more than six people travelling. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4560 | I believe that this is the best option for the Sunshine Coast. And definitely NO density INFILL, allowing developers to over run the coast with unwanted high rise apartments on the coastal frontage. |
| | | I am of the opinion the the beach corridor should be left alone, the very idea of putting light rain down the middle of Alexander Headland is just absolute stupidity, the Gold Coast light rail service does not run along the beach frontage. |
| | | I am no engineer, but it seems to me that you need an option that has potential for growth, we have buses now running with 2-3 people or even empty, small shuttle like electric/solar buses, with the ability to reach 'every' area of the Sunshine Coast, not just the narrow corridor proposed by the light rail. |
| | | Plus the cost of the light rail is exorbitant, fixed, with no flexibility, the citizens and rate payers of the Sunshine Coast need something to meet ALL needs, not just a 13 k stretch. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4558 | Plan for the future of the ENTIRE coast, think of better rail services between Brisbane and the Coast, think of better roads, even today the Bruce highway is a nightmare and not just on the weekends. It would appear planners have blinkers on, listen to the people who actually live here and travel these roads every single day, what they have to say, could actually hold some relevance. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4557 | I would NEVER support or use a light rail system. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4573 | It's the most sensible option with least disruption to community and almost immediate implementation |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4557 | Larger buses on major roads, smaller less frequent feeder buses. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4572 | Light Rail is outdated, uses 19th century technology and is just far to expensive to construct. If one uses the existing bus public transport why would anyone think that they would catch a tram. Proposed route north to south excludes population from the east ie the ocean! |

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| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4575 | No light rail! Spend the money to upgrade the roadways with designated bus lanes where there is already wide enough roads up the Nicklin Way. Bus lanes on Caloundra Road for Bunning down to roundabout. Get buses flowing and more frequently run services are needed. Some runs to run every 15 mins with other to become half hourly rather than hourly. 605 and 615 routes need more runs added including on weekends. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4519 | |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4556 | The easiest, quickest, least disruptive and most cost effective and environmentally appropriate solution would be battery powered buses in a dedicated lane which could also serve as a Transit lane permitting cars with two or more passengers. Suitable lanes already exist along many sections of the corridor that is the focus of current attention. |
| Quality Bus Corridor – a high-frequency bus service running in dedicated kerbside bus priority lanes with features such as high-quality vehicles, pre-paid boarding and quality bus stops | 4560 | We have a lovely family friendly coastline and don't need to turn it into another Gold Coast that's why we chose to live at the Sunshine Coast |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4556 | A heavy rail line along the CAMCOS corridor to provide greater access to commute to Brisbane would be extremely beneficial to the Sunshine Coast, and used in conjunction with e-buses running along existing bus lines with more frequency and at a reduced cost would alleviate a lot of the local high traffic volume. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4557 | Absolutely no light rail please. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4557 | All improvements should benefit all rate payers on the Sunshine Coast. I would not like tram type rails along any roads, these take a long time to install, are inflexible to the changes as the population grows and need public transport. |
| | | As well as improving current bus infrastructure and timetables, frequency of service etc(currently from Maud st to SCU can take over an hour) add Free electric tourist bus 'hop on, hop off taking in Maroochydore, Cotton Tree along Aerodrome road then beach side through Mooloolaba all the way to the Spit and back. Could be manned by Volunteers giving commentary and assisting tourists and provide revenue through advertising on the outside and inside the bus, on board videos etc similar to the Sky Bus. Or could be free if have a receipt for locally purchased products eg receipt for a coffee that day, petrol receipt etc proof you are paying to stay at a hotel/resort. Most cities have a free city bus circuit. They are a great draw card and could help alleviate some of the parking issues particularly in peak holiday periods. No need to lose any beach side parking or road lanes!!!! |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4558 | |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Autonomous & Uber style bus service - more smaller electric style buses |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4557 | Better buses is all you need. Light Rail is expensive, ugly and won't be used! |
| | | Concentrating on this tiny portion, the Coastal Corridor will not discourage vehicle use as it won't get most residents (including those in the Coastal Corridor) from where they are to where they want to go. PLEASE, PLEASE don't change the zoning and add to the Coast's OVERCROWDING by cramming even more people into this small pocket. Already in one generation we have sadly experienced an alarming decline in accessibility to Coastal Services (longer appointment delays) and ability to enjoy its natural gems in relaxing freedom. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4558 | Definitely no light rail! |
| | | I do not support being "restricted" to a range of fixed transport upgrade options. Big development or population growth is not necessarily the best or desirable way forward for the Sunshine Coast. This will inevitably lead to the transport woes that we are being forced to address. Our lifestyle that we are aspiring to retain is based on a medium population density, ease of access to our beaches and retaining and access to our environmental open spaces. SC does not have large contained population concentrations moving to large constrained work environments (high density office space city centres), which favour dedicated high volume transport links. In addition, work from home and autonomous vehicle innovations are going to substantially influence and change the transport environment and associated planning considerations. The considerations of the transport needs will need to include these aspects in the starting point considerations. None of the options provided appear to include the long term considerations. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4551 | |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4558 | I hate Melbourne bad I don't want to be come like Melbourne here with light rail. Nor do I want it to be like the Gold Coast |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | I think smaller shuttle buses could be used to connect more of the coast more frequently. I think the more sophisticated options of late rail, will only connect beachside areas, parking will be a giant problem and the cost would be ridiculously huge and not be of much benefit. Indeed it would create a lot of problems particularly during the construction phase. What's more, I don't think it would be popular as a means of transport because of the nuisance of parking. And it certainly doesn't offer the flexibility that shuttle buses would. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | IF SCC was serious about remedying public transport ills, they would be looking at a region wide solution and lobbying for CAMCOS. Their proposal or the way they intend to deal with the issue is to justify ruining our coastal communities along a 13.6 km linear stretch with the inclusion of multi storey dwellings or high rise to increase the population in this stretch 5 fold. We see it as a land heist by a few self interested Crs including the Mayor so their "special Clients" reap the rewards (ie bloated profits). |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4557 | Improved public transport should benefit all areas of the Sunshine Coast, not just a 23km coastal strip between Maroochydore and Caloundra. Its incredible that our Council appears to be ignoring the growing impact of the pandemic (Covid-19) on the validity and cost changes that ongoing disaster is having on all infrastructure planning/development/construction across the Sunshine Coast. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4551 | When will our Council get this message ?? |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Light Rail has been proven to be useless and only serves a few people. We need something that caters for all residents' needs. |

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| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Light Rail is a supporting distributive system better performed by buses. SCRC should piggy back on Brisbane's looming introduction of electric buses. The real mass transport system is heavy rail and I favour Camcos to Maroochydhore supported by buses. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Making more buses frequent, direct and relevant will remove incidental traffic and maybe assist those moving along the coast for work. People will always be coming here from beyond the region and a light rail system is never going to relieve that pressure. If high density infill results there will be even more cars for more people moving about where a concentrated rail system is never going to be relevant. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4572 | More concerned with the proposed density increases so improving current buses and having direct routes between places + dedicated bus lanes so not stuck on Nicklin Way would be preferable! Also need better connection to Brisbane so would be happy for a train line into the coast |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | No fixed light rail, no Medium or high density living, reject the population increase! |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4556 | No Light Rail - No High Rise!!! No light rail thanks. What a waste of money. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4556 | Improve existing infrastructure and more people might use it. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4556 | No light rail, no overhead lines, would have been good to allow couple of options! Being able to call for bus."Uber style". smaller buses, increased routes, more frequent timetabling.. No light rail destroying our beachfront forever! |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4551 | No light rail. Improve heavy rail to Brisbane, with camcos between beerwah and hospital with more frequent smaller hydro buses running feeder service and servicing all of the Sunshine Coast |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4572 | NO LIGHT RAIL..... |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4551 | Not interested in light rail |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Of course option 3 needs to be developed in conjunction with a Brisbane to Sunshine Coast Airport heavy rail connection via the CAMCOS corridor. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4560 | Region - wide bus system definately needs improvement. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4572 | Shuttle buses that link up with the bigger buses. I don't want to see or hear trains, tracks, or overhead lines running on the beach front. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4551 | Small electric buses please |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Smaller buses around the suburbs to act as feeders to main routes, park n ride facilities in the new suburbs to link in with these feeder routes. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4572 | Sunshine Coast ride improved public transport. The proposed 13km light rail will remain unused just like current buses. Major rail on a beach road in mass populated area - why? Major employers on this route - hospital where staff will not use public transport due to nature of their work, shift work, other major employment area retail. To generalise most employees are under the age of 50. They don't all drive home to work to home. This age have children commitments or drop the children to school, daycare, do the grocery shopping in the way home, go to parents hone yo pick up children. Take children to sporting activities after work. We live in the 21st century we are time poor. We do errands every day, we don't just travel from a to b. As for the mass infill or bulking up the population. Take a drive around the streets of the proposed routes at 3.00am in the morning. Even the streets of current unit complexes are nursing at the seems with parked cars where the units generally only have 1 onsite car park allocated where there may be 4 adults living in a 2 bedroom unit therefore 3 cars are parked on the street. These streets at any time of the day or night are barely one way streets for vehicles to get through. Add more infill and I have no idea where you think these cars are going to park. Lastly why don't you spend a few thousand dollars and fix the fix the pathways in the area between Alex and mooloolaba. Hundreds walk this area each day and risk serious injury in these broken and uneven paths. It mar me laugh when the tri abs now the aussie titles are on and sand was put over tyre marks in the grass near the new boardwalk construction and grass layer to make it look neat. Yet the broken, lumpy uneven paths were left in the mess they are for all the Qld and interstate visitors to try abs carefully navigate without injury. I personally have talked and broke a few ribs and had an mri for facial damage when I fell on this uneven path. All this without listing loss of patronage for small business, excessive noise from the rail line, loss of business for accommodation suppliers. No ones going to ist top dollar to listen to a train scape along a rail line all day every day. And yet the cars will still be driven because people need to get from a to b,c,d and e. And the other areas are still going to have no public transport to get them around. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | The last five (5) options should not be considered as being 'viable alternative solutions', given that they create a whole new set of problems. Quality of living, and of life, should always be the ultimate (and only) goal. We must push against any notion that our region "must accommodate x-thousands of increased population". The "growth at all costs" mantra is ultimately too damaging to contemplate, much less than condone. Thank you for this opportunity to register my concerns and preferences. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4551 | The upgrade of the current large, noisy, diesel driven buses should include some smaller electric buses, able to negotiate the narrow suburban roads. These could run on a more frequent basis into some of the new developments. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4558 | Totally against all light rail options |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4575 | Very against the High Rise that maybe subsequent to light rail as well as I think , a bus system is more appropriate than an unattractive light rail like on the Gold Coast . We also desperately need region wide road upgrades to keep up with demand before even thinking about more dense housing. Traffic is already almost at gridlock in some areas and people are not going to stop using their cars tomorrow for public transport. It will happen over time and only if there is an efficient very frequent, convenient and cheap alternative. Not the ugly, noisy, limited, short sighted council choices. Keep up the good work. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4556 | We also need road network updates region wide not just the coastal corridor. Thanks for putting so much effort in to putting our views to council. It is so important to the lovely Sunshine Coast way of life we can see slipping away with each new decision the council makes for so called 'improving' the area! Much appreciated. |
| Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections | 4556 | |

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| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4558 | 1. Current bus shelters are terrible. My children get wet waiting for their bus, this is unacceptable!! 2. Buses are slow and expensive. If you want people to lose the convenience of driving then you need to provide a cheaper alternative!!!! 3. There are not enough routes and services connecting the hinterland to coast. This needs to change. 4. Its too slow. Buses need to have a combination of direct routes for those wishing to get to/from work on time. 5. Security - with the growing concern of 'eshays' and gangs, ice/drug users hanging at bus stops - you need to make it safe for people including elderly and children to use public trnsport. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4551 | Can I please have the train from Beerwah to Maroochydore |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4572 | I believe Alex heads should not be slowed down!! We have seen far too many near deaths on Alex parade and maybe increased parking through through the town centre, shared pedestrian walkways and slow dedicated bus lane if needed or alternatively the buses from maroochy to Mooloolaba via the motorway with maybe a dedicated exchange to bring passengers down to the beach. The improved bus option is overwhelmingly better than light rail, but will there be a passenger increase anyway to justify the costs? Nobody catches public transport anyways. You need a car on the sunny coast, or so 99% of people would agree with |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4575 | I believe the Sunshine Coast Council needs to focus on upgrading the current road systems and bus services for the whole of the shire rather than focusing on one small section. Increasing the population density of the coastal strip from Maroochydore to Caloundra will only exacerbate current traffic congestion problems. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4575 | I believe we need a region wide approach to benefit the hole region and its development. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4575 | I do not support population densification along the mass transit corridor. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4573 | I favour the system-wide upgrade option provided it also includes more modern buses - smaller, and electric or hydrogen-powered. This would provide a more flexible region wide solution at a much lower cost than light rail or other solutions that involve hard infrastructure particularly those that require a dedicated trackway in the centre of the road as such trackways will reduce vehicle lanes and create even more traffic congestion and make pedestrian access more difficult. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4575 | I support any option which spreads growth evenly not concentrates it along Nicklin way |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4575 | Light rail or trams running on a fixed route will not deal with the issues of traffic congestion. They are more likely to add to the probelm. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4575 | Look at fast or heavy rail along the corridor. No light rail |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4572 | No light or other rail installation. No high rise developments beyond current quantity |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4557 | No light rail!! It's overly expensive and outdated The increase in population is coming. More medium/high density may be needed. It should not be imposed upon the present residential area. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4572 | Peripheral suburbs could be located beyond the coastal strip with efficient public transport (buses I guess) connecting them to the beach areas. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4564 | The infrastructure at the moment is sadly lacking. The Sunshine Coast is known for its beaches. To impede access and destroy natural environment is counter productive for residents and tourists. We are not the Gold Coast. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4556 | The survey should be: car; Bus ; or light rail upgrades. The BUs is by far the best. Provides flexibility for change and is more budget conscioius. And all bus upgrades items, bus stops with shelters, smaller busses and more frequents services, better timetables. Linking at heavy rail, to Brisbane. All items should go with this. BUT WE NEED TO STOP THE HIGHRISE AND INCREASE OF POPULATION IN THE Maroochy to Caloundra Corridor. It already has enough population which is destroying the coast. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4572 | Transit lanes essential. Park n ride facilities for connectivity with QR bus link (interim) and future heavy rail e.g Maroochydore to Landsborough. |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4551 | We do NOT want high density along the coastal corridor under any transit plan |
| Region-Wide System Upgrades Supported by key bus infrastructure such as improved shelters, sections of bus priority lanes and park 'n' ride facilities | 4557 | With connections to heavy duplicated rail on CAMCOS corridor extending into Noosa regional council area |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4560 | - Make the Sunshine Motorway from Mooloolaba to Noosa three (3) lanes each way NOW and BEFORE futher development is considered. - Increase the speed limits on Highways from 100 kph + to 130 kph and from 90 kph to 100 kph and upgrade these roads and improve driver education, to make it safer to drive at these increased speed limits. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4564 | * Make the Sunshine Coast Motorway all way to Noosa three (3) lanes each way a total of six (6) lanes, * Increase speed limit on freeways from 100 kph to 130 kph and from 90 kph to 100 kph and improve necessary infrastructure so that motorists can safely cope with these increases |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4564 | * Make the Sunshine Coast Motorway all way to Noosa three (3) lanes each way a total of six (6) lanes, * Increase speed limit on freeways from 100+ kph to 130 kph and from 90 kph to 100 kph and improve necessary infrastructure so that motorists can safely cope with these increases |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | Agree with the comment about heavy railway, where the land has been purchased instead of this SCMT corridor |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4558 | Alex n Mooloolaba interchanges r our priority |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | All the options above will encroach on already busy road networks |

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| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Benefit EVERYONE, not just highrise developers who benefit from fixed locations of train stations. Bus routes and bus stops can be rapidly set up and modified as required over time to for example cope with changes to working in large centralised offices post covid and new developments being built around Aura/Palmwoods |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4557 | Car pool lanes would be fantastic. Anyone with more than one person per vehicle can be in it. This is common in the USA. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Council needs to slow development approvals until they upgrade current road network. So little has been done. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | definitely NO light rail let us not repeat the mistake of the Gold Coast |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | Electric small buses that are picking up those that use an app. Parking underground. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Fix the roads eg sunshine motorway to two lanes, Kawana way two lanes, Caloundra road two lanes. Improve the existing bus routes. Get bikes off Nicklin way and onto a bike path. Less than half of us catch buses now, Have you seen the trouble that occurs at these bus transit centres with youth, and never will while we lead busy lives. Build high density out the back and provide a train line to Brisbane out the back away from the beach beach. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Forget mega \$ on new infrastructure. Improve the current Road System and stop densifying our coastal areas. How many people currently use public transport on the SC. ?Why do they use public transport? Work/uni etc! What is the age bracket of users? |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Have these people been surveyed to find out what they/if they would like changes/ improvements? |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4572 | I am totally opposed to the Light Rail proposal that will destroy the ambience of the coastal corridor and limit peoples access to the beach but forcing them to park away from the front and having to cross the busy roads and tramway with families and beach gear. We use the buses regularly and they are never full so can't see the benefit of spending all the money on something that will destroy our environment. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4556 | I don't want anything going along the beach. It would ruin our coastline and show lack of consideration for locals YOU HAVE NOT SAID WGERE ANY WOULD GO |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | I don't see the point in clogging up already busy roads, with transport options that only serve a very small portion of the coastal area. We need alternative road routes, with heavy rail to main city centres (Maroochydhore/Caloundra/SCUH) and then bus options from there |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | I don't understand the difference between Business as Usual and Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses. Expenditure on upgrades should be decided on evidence, which will become available over time. We are considering 20 years, not just 2021 & 2022! |
| | | I don't want the Sunshine Coast to become another Gold Coast. eg. No further high rise . The apartments are already too high. Certainly no railway. The intrusion is too great ,noisy, deprives families bringing their children to the beach by car with all the stuff they need to bring with them. Traffic congestion will get worse. Further large population increases is unsustainable for the area. Crime rate will increase with further development . The Bruce Highway is already under strain. I took 2 1/2 hours last week to drive from Alex Headland to Clayfield. This is unacceptable. The whole of the Sunshine Coast will lose its appeal if a rail goes in with subsequent further building permits granted by an ambitious council whose ambitions don't seem to be acting in the best interests of those it claims to serve. You don't see this sort of development in European seaside village resorts which have served their inhabitants for over a thousand years. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 5752 | |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | I love the sunshine coast because it still has a small town vibe. No high rises and no high density living. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | I will only support an option that does not reduce traffic lanes and cause more congestion Information regarding Shaping SEQ (2017) population growth submissions suggest failure to perform statutory development growth mandates. It confirms that growth projections are neither embraced by appropriate community engagement, nor modeled appropriately. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4573 | Accountability for flawed population growth projections and infill development proportions used for light rail options rests with the Office of the Mayor and councilors endorsing submissions made to DLGAP at that time. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4558 | It is madness to keep building without, first, improving the road infrastructure. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | It wont be long an there will be electric cars and automated driverless busses... The roads and Nicklin way need improvement but we do NOT want high density living down the strip. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4553 | Light rail is totally unnecessary for the coast. It will cause traffic congestion and place a massive debt on rate payers. The only winners would be developers (friends of our mayor) Light rail or trackless tram will turn Sunshine Coast into Gold Coast. Want to retain the laid back lifestyle that attracts people and more importantly, families, to the North Coast in the first place. The Sunshine Coast has been needing major improvements to it's road network for many years now anyway, introducing a light rail or trackless system won't change that. So money spent on either of these would be better off put into improved roads. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Light Rail seems like a stupid idea from where I sit. I think the mayor is joking with himself if he thinks by sticking light rail up the middle of Nicklin Way, somehow residents are all going to start using it and leaving cars at home. Wrong. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | No high rise and no lite rail. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | No highrise development. The capacity of our existing roads has already been exceeded! Focus on existing urgent road upgrades! |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4556 | No light rail |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4556 | NO LIGHT RAIL |

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| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4556 | No light rail, we don't need it!! |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | No lite rail no rezoning to include more high rise approved land. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Not many people use the buses currently. So how would light rail benefit anyone apart from council wanting to redone the place so they can put in high rise buildings. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4572 | parking to support transport options must not add to existing parking problems local residents have |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Public transport does not help the elderly. Need carparks close to major venues. Hate thought of highrise along coastal strip - will ruin the area which is already overdeveloped for a fragile coastal environment. Need good bus services from the new developments like Aura/Brightwater and heavy rail link to Brisbane much more urgently Rail network moving people from the coast to Brisbane We do not need trains travelling along the coast line. Stations at Cotton Tree, Mooloolaba etc. moving people inland to a central point than onto Brisbane. An example comes to mind is the light rail serving Melbourne City to Port Melbourne and Melbourne City to St'Kilda. After a day at the beach then it is an easy trip into central Melbourne then linking up with trains, buses & also the airport. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4572 | In my opinion people don't need to travel along the beaches they need a way to gain access to the beach and shops from the inland suburbs . |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | Residents don't want light rail. Don't make us like the gold coast! Tourists come and go consider the ratepayers first. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | The idea that removing vehicle access to existing road lanes and replacing that access with something that someone can't get to without either a long and circuitous bus journey, a very long walk, or a short drive - but with no parking available at the transit stop is an improvement of some kind is quite bewildering. Removing existing traffic lanes and replacing them with something so limiting will be severely detrimental to an already over-congested road network. Dedicated trackways offer almost no benefit to a very high majority of residents, and limited benefit to visitors to the region. Existing buses are few and far between, and if you aren't residing near a main bus corridor (e.g. Nicklin Way), trying to connect bus routes turns a 20 minute drive into a 1.5 hour journey. Mass transit running down a main road will do absolutely nothing to solve this and dedicating any part of the existing road to it will make the traffic problem much worse. Please listen to the needs of the residents. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4557 | The light rail appears to be very unnecessary and would take away many needed parking spaces on the Sunshine Coast roadsides. The proposed replacement car parks are going to be an eyesore & loose us important green spaces. I'm sure the public are unaware of this disastrous idea taking the green spaces away for more bitumen car parks. We need all the road capacity possible without light rail, easy parking, dual lane roadways for the rapid growth of the beautiful Sunshine Coast. It would be a shame to have similar failed Light Rail as the Gold Coast here on the Sunshine Coast. We would loose the community feel we all came here to enjoy by having the obstacle created separating both sides of the roads by rail line & cement. People are not going to get out of their cars to use light rail. They certainly do not at the Gold Coast. The development of cheap high rise in the corridor of the proposed light rail would cause all sorts of problems that dense urban living creates. Developers might be rubbing their hands together to develop these eye sores for cheap living to make profits for themselves. But citizens who actually live here in majority disagree. The Mayor is not creating a future of peace and harmony for residents in these corridors. The ongoing costs don't stop once the Light Rail is built. Every year the Gold Coast Light Rail runs at a multi million dollar loss to its rate payers without any noticeable benefits. I bet Gold Coast rate payers wish they could turn back their clocks & have refused their light rail, as we can now if we all voice our dissatisfaction to the proposal. I personally have not met one person who is favour of Light Rail. Let's look at alternatives now & change the proposal while we still can. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4551 | The majority of journeys will always be by motor vehicle. Public transport will never meet the utility needs of most people. We must accept that car/trucks will always be the dominant methods of needing transportation needs. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4564 | The Mass Transit options are being made in the dark about developments, infrastructure needs, especially those that are well overdue and no limit on population. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4558 | Traffic congestion on roads is already a problem, going north of Maroochydoore especially. So road upgrades must be a priority as, inevitably, there will be an increase in dwellings on the SC. Even if it is just a general spread of low density housing, (NO high rise please and very little medium high rise, please) the increased population this will bring will all be using the roads. So lets get the roads right first!!! |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4557 | We already have designated bus lanes on busy roads that seem to function well. Has anyone consulted the bus drivers about what would suit best. They use the system daily & would have surprising insight. I am not able to find one coastal town that has a successful light rail system that carries the predicted volume, that runs to budget & has achieved the end result desired. They all become a burden to our society financially & functionally. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | We don't want or need a mass transit syntheses on our coast. Don't destroy our lifestyle. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | We DON'T WANT OR NEED high density transport and certainly not light rail!! Infrastructure should be put in place for existing population before we try to double it which is ridiculous in such a small area. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4075 | We have our retirement plan at the coast |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4572 | We should be decreasing fast flow traffic on coastal rds and diverting it |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4556 | We're not the Gold coast and we don't want to be. |
| Road Network Upgrades – road upgrades in the coastal corridor which would benefit all users including buses | 4575 | Would like a bypass road network to reduce through traffic on Nicklin Way. |

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| Trackless Tram - 32 metre long battery powered rubber tyred multi axle guided vehicles running at high frequency in a dedicated corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4557 | Cheaper option as no track line needed but can move more people and smaller corridor for use. Quicker to implement reducing congestion during construction. I do not support medium to high density housing along Maroochydore -Caloundra strip to justify more expensive people mover options. |
| Trackless Tram - 32 metre long battery powered rubber tyred multi axle guided vehicles running at high frequency in a dedicated corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4557 | Less construction needed, cheaper to build but I do not support medium to high density housing to justify more expensive people movers. We do not want another Gold Coast development happening here. It will change the vibe of a family friendly and recreational region to an unwanted cosmopolitan ,chaotic ,crime driven by gangs ,schoolies vibe of drunks and vandalism by younger population ,drawn by the new development. |
| Trackless Tram - 32 metre long battery powered rubber tyred multi axle guided vehicles running at high frequency in a dedicated corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4557 | Live in Foote street and existing buses are frequent, extremely noisy and very poorly utilised at night (why do they need to run past midnight??). Any form of continuation of existing bus service must utilise battery powered electric buses. |
| Trackless Tram - 32 metre long battery powered rubber tyred multi axle guided vehicles running at high frequency in a dedicated corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4557 | No to light rail |
| Trackless Tram - 32 metre long battery powered rubber tyred multi axle guided vehicles running at high frequency in a dedicated corridor mostly in the centre of the road with high-quality stations, pre-paid boarding and priority signalling | 4575 | The Trackless Tram corridor to be mainly kerbside I look forward to seeing a fully integrated tram network for my children to enjoy and to clear the traffic on the roads. |
| wLRT - A wire-free light rail system - identical to the light rail option, minus the overhead wires, with on-board batteries and charging equipment at select stations. | 4557 | Anyone who puts their property prices above the good of their children and grandchildren should think again. |
| wLRT - A wire-free light rail system - identical to the light rail option, minus the overhead wires, with on-board batteries and charging equipment at select stations. | 4562 | ned light rail The government definitely needs to improve public transport in the area. |
| wLRT - A wire-free light rail system - identical to the light rail option, minus the overhead wires, with on-board batteries and charging equipment at select stations. | 4701 | The elderly, disabled and children are very restricted. Also congestion is getting worse each year. Not a fan of overhead wires, however I would support a Wire free light rail system. I would also support increasing cycleways in the area and reduce on street parking. |