

Date: 20th June 2021
Submission To: Sunshine Coast Regional Council re Mass Transit
From: Sunshine Coast Mass Transit Action Group Inc

Executive Summary

The Sunshine Coast Mass Transit Action Group Inc (MTAG) is an incorporated community organization established in August 2020 to drive awareness of the Sunshine Coast Regional Council's (SCRC) Mass Transit Plan and ensure the community had the opportunity to have a say in its final content. Our establishment was born out of our view that the SCRC had failed to adequately keep the community up to date in a timely manner, regarding this major project.

Analysis of historical literature indicates the SCRC has been working on both transport and urbanization strategies, running in parallel for many years, with the first official document entitled "A Line in the Sand" released in 2012. Further strategy documents such as the SCRC Urban Transformations Directions Paper 2017 and the SCRC Integrated Transport Strategy 2019 make it clear over this time Council had developed a clear preference for a Light Rail system along the region's Coastal corridor accompanied with significant population densification in the same area.

The Council's website was amended in April 2021 to recognise this fact but claims that Council, in commencing the business case process in 2018, was no longer fixated on light rail. However, documents released in 2019 and 2020 still reference light rail. These include the Preliminary Business Case Interim Findings Report (Jan 2020), as well as the Maroochydore City Centre PDA Amended Development Scheme 2019. We also believe the final Preliminary Business Case prepared in August 2020 still favoured light rail. This report was never released but MTAG's RTI was declined on the basis release of the document would "*generate public discussion and concern about elements or proposals that have been superseded, or have not yet been fully considered and may be significantly amended or not incorporated in the draft Options Analysis report that will be subject to the community engagement process*".

Further to this, many of the same personnel who were strongly supporting light rail in earlier documents, are still involved in the preparation of the current business case. We therefore contend, whilst the options have been broadened in the Draft Options Analysis Report, Light Rail remains a highly favoured option by Council.

Our research and community feedback indicate the recommendations and the thinking shaping the Draft Options Analysis report are completely out of sync with community attitudes.

We contend that the Current Draft Options Analysis report needs to be revised for the following reasons:

1. Based on our extensive research and communications with the community, the choice of the 13.6km urban corridor and the 5 preferred mass transport options for it, do not meet the community's needs or expectations and focusses on the wrong priority for the region.
2. Land Use Criteria, whilst a consideration in the process, has been given overstated importance in the overall selection criteria for a mass transit system. Urbanization is being used as a key driver rather than community transport need. The SCRC Corporate Plan 2021-2025 sets a vision to be "Australia's most sustainable region" yet sustainability is only given a weighting of 10% vs Land Use at 30%.
3. If land use is such an important criterion, then the community needs to be made aware of levels of densification planned and the format of this new urban form in order to make an informed view about how this impacts them, and their choice of public transport associated with it. The community will not have adequate awareness of this until the revised planning scheme goes to public consultation in late 2022. To choose the transport mode before the community has accepted the urban form imposes the risk the urbanization and transport solution may not be co-located.

4. A major review of Mass Transit systems worldwide has not been conducted and the primary documentation informing the draft Options Analysis ranging back to 2012 are Council internal documents that have a stated bias toward light rail and have therefore skewed assumptions used and the recommendations made.
5. The implementation of a mass transit system of the types proposed are premature and overkill given the current poor state of public transport usage. Nowhere in the world has a mass transit system gone in based on population growth only. It has always been predicated on good, well used public transport being in place first.

MTAG's position is that the region does need a modern, efficient, environmentally friendly, and well-utilized public transport system to meet future population growth. This system needs to be region-wide and offer an improvement over the current options. The introduction of a \$2+ billion mass transit system for 13.6km only will not bring about the quantum usage shift required to address the traffic congestion issues of the region in the future. Therefore, the Options Analysis needs to be revised to consider a wider region solution that the community can see and buy into, a system that can grow with increased usage and population growth. We contend a mass transit system (LRT, wLRT, Trackless Tram or Rapid Bus Transit) for only 13.6km from Maroochydore to Birtinya is not the correct 1st priority for a mass transit masterplan for the Sunshine Coast.

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Chapter 1

What is MTAG

The Sunshine Coast Mass Transit Action Group Inc (MTAG) is an incorporated community organization established in August 2020 to drive awareness of the Sunshine Coast Regional Council's (SCRC) Mass Transit Plan and ensure the community had the opportunity to have a say in its final content. Our establishment was born out of our view that the SCRC had failed to adequately keep the community up to date in a timely manner, regarding this major project.

MTAG's Executive membership represents a broad spectrum of ages, skills and political allegiances across the region. The Executive membership consists of individuals with experience in Engineering, Business Case and feasibility assessments, Law, and Business Expertise.

To inform ourselves as to the background of the project, our starting point was a detailed analysis of all previous Mass Transit literature produced by the Sunshine Coast Regional Council, Infrastructure Australia, Transport and Main Roads and other Qld Government documents. Such documents included but were not limited to the following:

2012	SCRC Line in the Sand
2013	SCRC Sunshine Coast Light Rail-Shaping our Future
Oct/Nov 2014	SCRC Community Consultation Light rail Project
May 2015	Sunshine Coast Light Rail report presented to Council (based on community input)
2017	Shaping SEQ South East Queensland Regional Plan
Feb 2017	SCRC Urban Transformation Directions Paper
May 2019	Qld Gov't press release from Premier Commitment to funds to develop a Detailed Business Case (DBC) (1st stage Maroochydore to Kawana) \$7.5million State Govt funded
Jan 2019	SCRC Sunshine Coast Integrated Transport Strategy
Jul 2019	SCRC Strategic Business Case
Jan 2020	Price Waterhouse Coopers Preliminary Detailed Business Case Interim Findings
Apr 2021	SCRC Draft Options Analysis Report

Discussions with Sunshine Coast Federal MP's, Sunshine Coast State MP's, Queensland Government Minister Bailey's office and Sunshine Coast Regional Councillors were undertaken. A review of the Gold Coast Light Rail including visits to the Gold Coast and meetings with Gold Coast Councillors also occurred.

Since inception, we have grown to be an extensive grassroots community advocacy group that is speaking with and receiving feedback about the Community's thoughts on the proposed Mass Transit plan.

Through our digital platforms, we reach over 10,000 Sunshine Coast residents monthly. We have over 60 volunteers, have letterbox dropped over 60,000 flyers, have conducted numerous online surveys, have done face to face pop up sessions at local markets and beach access points and presented at numerous community organization member meetings. Whilst we have always encouraged residents to undertake Council's official survey, feedback indicated residents found the online survey to be complex, difficult to understand and to some "daunting". We also received feedback that not everyone was comfortable with online participation. To provide ALL residents with the opportunity to have their say, we also provided residents with submission forms that could be returned to Council for inclusion in the final public consultation results. To date, we have had over 950 of these personally returned to us with the request we submit them to Council on residents' behalf. It is this community feedback from all these activities that predominantly forms the basis of this submission.

Chapter 2

Community Needs and Expectations for Public Transport on the Sunshine Coast

Based on the activities outlined in Chapter 1, MTAG has gathered a raft of community feedback that indicates the recommendations outlined in the Draft Options Analysis Report are contrary to community needs and expectations for public transport on the Sunshine Coast. The major themes that have emerged from the feedback:

- The Community do not want light rail or any other fixed infrastructure transport options such as trackless tram or rapid bus, along the coastal stretch.
- The community do not want increased housing density (4-6 or 8 storey buildings) along the coastal stretch. Many are even concerned about the privacy impacts of allowing 3 storeys.
- The Community do want a flexible transport system (mostly buses) that can expand as the region grows.
- The Community would prefer to see the CAMCOS heavy rail option delivered before a mass transit system along the 13.6km coast corridor.

2.1 Community issues emerging from the Submission forms

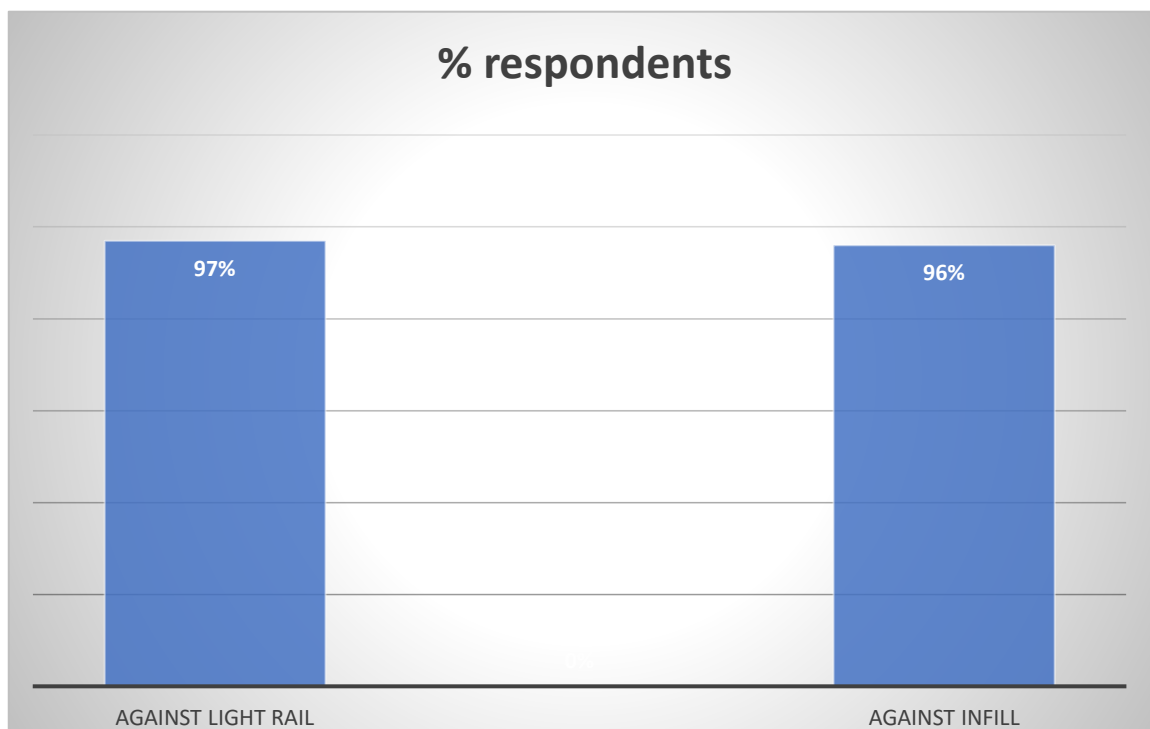
Over 950 handwritten personal submission, regarding the mass transit plan as outlined in the Draft Options Analysis Report were returned to MTAG for delivery to the SCRC.

Residents were asked to indicate which elements of the mass transit plan they were against:

- Light Rail or any other fixed transport system for 13km from Maroochydore to Kawana (Stage 1)
- Changing the Planning Scheme to allow substantial “infill” development along the light rail/beach corridor.

Over 96% of respondents indicated they were against key elements of the Draft Options Analysis as shown in Table 1.

Table 1 Submission Responses to Light Rail and Infill



Source: MTAG Residents Submissions 2021

Respondents were also asked to state in their own words their reasons for their objections above. MTAG had an independent person analyse the first 600 submission received to identify if common threads were emerging. (Over 300 were received in the last week of consultation so time did not permit a detailed analysis of these). It should be noted many respondents included more than one reason in their submission.

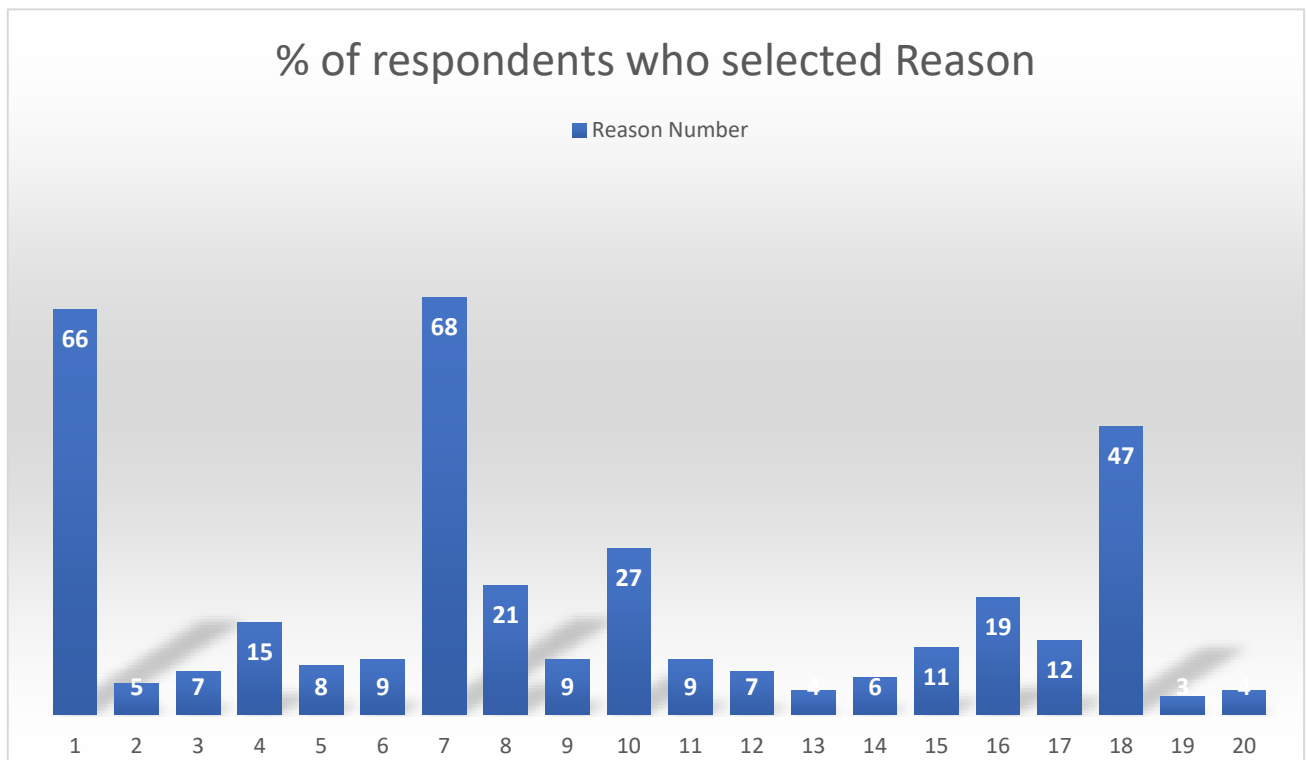
Overall, the three most common reasons stated for objecting to the Draft Options Analysis as shown in table 1, were:

- Supports heavy rail line/other forms of public transport (68%)
- Affect the appeal/aesthetic of the region (66%)
- Do not want to be like the Gold Coast (27%)

47% of Respondents went further to say they did not want the Draft Options Analysis to be progressed to the State Government. It should be noted this figure is understated as this question was added mid-way through the consultation period.

Overwhelmingly the community see the recommendations in the Draft Options Analysis as a major threat to the lifestyle and amenity they currently enjoy. Interestingly they are not saying “do nothing” though. 68% support a heavy rail option and would like to see this developed as a priority before a mass transit system.

Table 2 Reasons Respondents gave for Objecting to the Draft Options Analysis



Source: MTAG Residents Submissions 2021

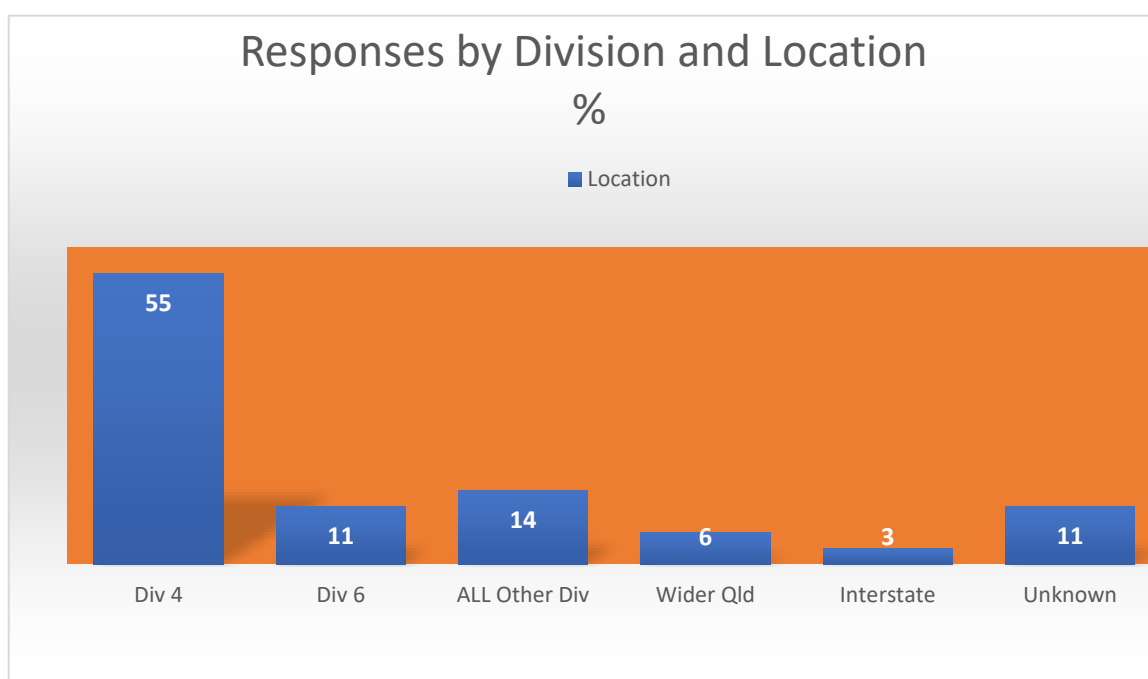
Reason Codes

1. Affects the appeal/ aesthetic that made people move to/ visit the area/ keep things the same
2. No room for light rail
3. Will not fix existing traffic and other issues
4. Too much traffic already/ will get worse
5. Too much noise
6. No parking or only paid parking
7. Supports heavy rail line/ other forms of public transport
8. Concern about population size
9. Light rail will not be used efficiently
10. Do not want to be the Gold Coast
11. Cause lack of beach access

12. Council not listening to/ informing the local population
13. Will be problematic for businesses
14. Against proposed location of light rail
15. Cause environmental damage
16. Do not want high-rises (perceived by some of the community as greater than 3 storeys)
17. Too expensive/ waste of money
18. I do not wish the current “options Analysis” to be passed to the Queensland State Government for the preparation of the detailed business case.
19. Lack of infrastructure to accommodate change
20. Increase Crime

Responses were received from all SCRC divisions as well as wider Queensland and interstate (Table 3). Over half of the responses were from Division 4 (55%) which is no surprise given it is the Division most impacted by the Mass Transit proposal. The 2nd largest responses came from Division 6 and in particular Buderim. Again this is not surprising as these people are most likely to utilize the beach areas of Alexandra Headlands, Maroochydore and Mooloolaba.

Table 3 Submissions received by Division

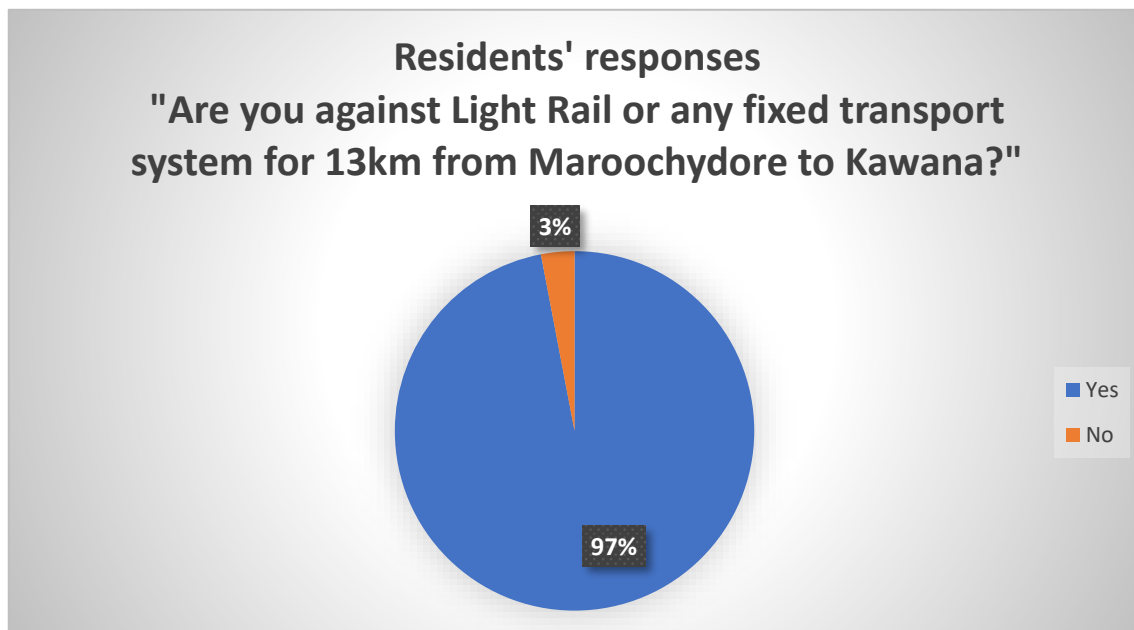


Source: MTAG Residents Submissions 2021

2.2 Community Response to 9 Transport Options offered in the Draft Options Analysis Report

The submission responses discussed in section 1.1 indicates the community are against a fixed infrastructure transport system in the coastal corridor and in particular light rail, with 97% of all submissions indicating they do not support this (Table 4).

Table 4 Resident's Responses from MTAG submissions

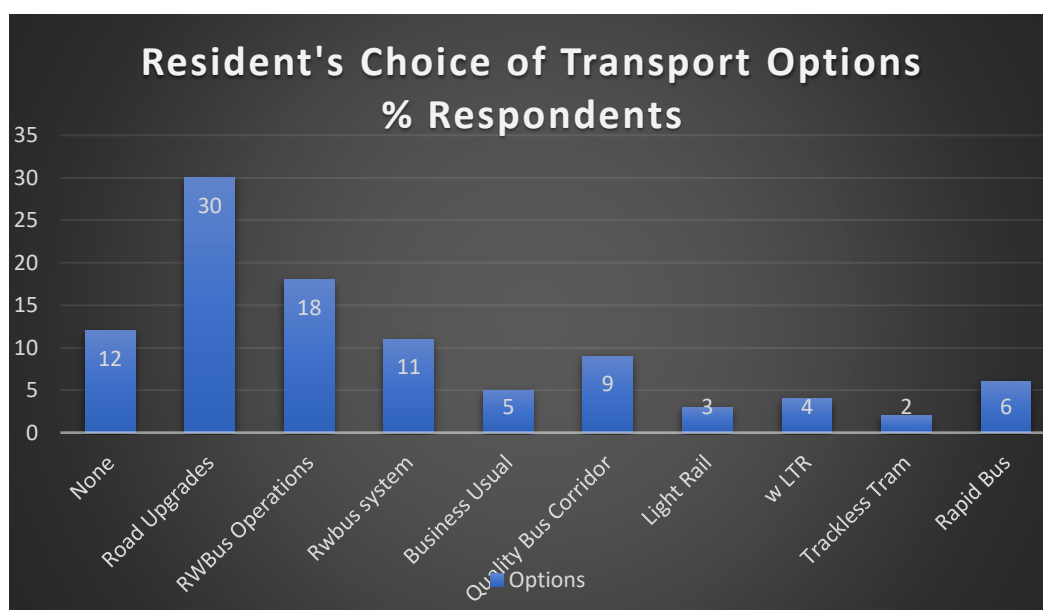


Source: MTAG Residents Submissions 2021

As a lead up to and during the community consultation period, MTAG also ran an online survey through our website. Over 380 responses were received. We asked respondents to choose which of the 9 options they would prefer to see implemented. The 4 preferred Council options of Light Rail, wLTR, Trackless Tram and Rapid Bus were the 4 worst performing choices with only 15% of respondents selecting them as their preference. The 5th preferred option, Quality Bus Corridor (QBC), performed the best of the Council's preferred options but still only received support from 9% of respondents.

Overwhelming (59%) people indicated they preferred a region-wide approach to the transport solution including road network and region-wide bus system upgrades. Combining this with the quality bus corridor response gives a clear indication the community are seeing a bus system throughout the region as their preferred mass transit choice. Many were quick to point out the lack of a region-wide solution that the 4 preferred options presented.

Table 5 Resident's Responses to the 9 Transport Options



Source: MTAG Online Survey 2021

Whilst some respondents didn't include comments, many chose to. A full list of the comments received from this survey is shown in Appendix 1. Here is a snapshot of what people said:

Example Response No 1.

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. (Aroona Resident)

Example Response No 2

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 an attractive option rather than ruining the beauty of our region. (Mooloolaba Resident)

Example Response No 3

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. (Maroochydore resident)

Example Response No 4

I don't think light rail is what the Sunshine Coast needs. It will have a vastly negative impact on the coast community and lifestyle, not to mention devaluing of property and business along the rail line. Then there's the potential increase in crime which has been seen on the Gold Coast since their rail was introduced. Why not improve the current bus system, running buses more often and having them battery operated? When looking at the Gold Coast rail system as a comparison, it appears that it was not built in the best interest of the residence and was a massive waste of rate and tax payer money. Please don't let this happen to us on the Sunshine Coast, let's keep the Sunshine Coast's integrity and beauty intact. (Maroochydore Resident)

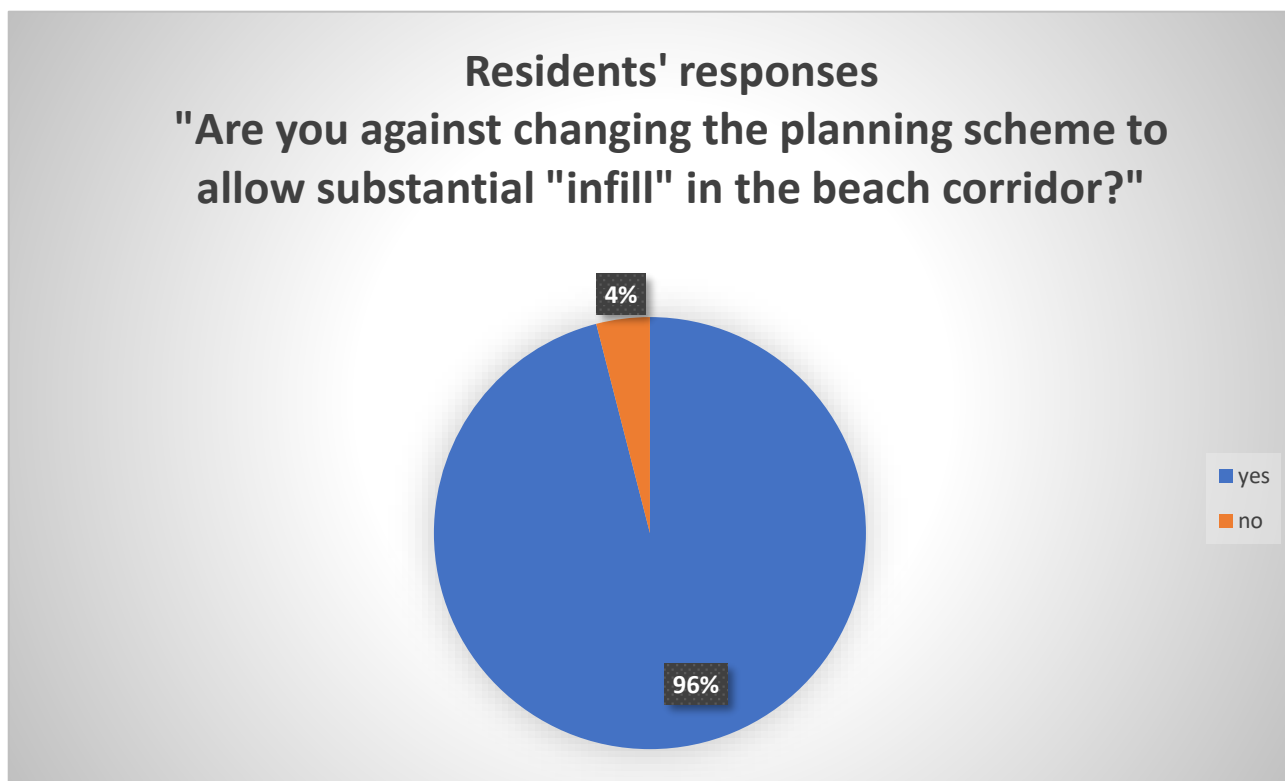
Example Response No. 5

Please don't spoil the charm of the Sunshine Coast with unsightly light rail infrastructure and high density buildings. Residents live here and not the Gold Coast because we like the small town feel of the Sunshine Coast. Improve the bus public transport system and cycling infrastructure. I would prefer to see bus public transport improved for ALL the coast. The light rail proposal will only benefit tourists and those rich enough to live close to the water. Those in outer areas (Mountain Creek, Sippy Downs, Buderim etc) will gain no benefit from the light rail. Bus transport needs to have more stops, run every fifteen minutes and reach areas away from main roads. I moved from Brisbane where I preferred to use bus transport and cycle. I could go two to three weeks without using my car. Sadly I drive everywhere since moving to the Sunshine Coast because buses don't run often enough and I have to walk over a kilometres to a bus stop. I know the argument that not enough people use the buses so money can't be spend improving the service, but no-one will use something that is not convenient to them. Improve the convenience and they will use it. After all busing it when dining out is a great because you don't need to worry about who's going to be the designated driver, provided the service runs till a reasonable hour. (Mount Coolum)

2.3 Community Views on Density

The submission responses discussed in section 4.1 clearly indicate the community are against increased densities with 96% of respondents saying they were “against changing the planning scheme to allow substantial “infill” development along the light rail/beach corridor” (Table 6).

Table 6 Resident’s Responses from Submissions



Source: MTAG Residents Submissions 2021

Whilst we did not run a survey specifically on the densification of the corridor, the community chose to include comments about density in their responses to both our surveys and in their submission forms. It is important to point out that descriptions such as densification, infill, urban corridor and urban renewal are not commonly understood amongst the community. However, there is a very clear understanding of the relationship between a mass transit system and the need to increase the population to support it. Many questioned what should come first, the population or the transport? Many expressed the view the density would occur and based on history, no public transport system would ever be built to support it.

To the community there is a lineal assumption, increased population in the beach areas means increased building heights as they recognize the lack of available land to house the increase. They also view it as land grab for developers. The inclusion of a transport network like light rail makes them immediately think of the Gold Coast which has extremely negative connotations. Many therefore expressed their displeasure with higher density living simply by saying “Don’t make us the Gold Coast”. This does not mean they are thinking 20 story buildings. High-rise to this community is seen to be anything over 3 storeys. They also recognize that once 3 storeys are allowed, there is every likelihood developers will seek further increases in heights, irrespective of what the Planning Scheme allows.

Many expressed extreme dissatisfaction with the current array of new 3-7 story developments that are occurring on the Sunshine Coast, that are clearly built way beyond what the planning scheme intended. As a result, the community hold grave fears for their amenity and lifestyle should any additional higher density rezoning occur. There is a massive distrust of the Council and the capacity of the planning scheme to protect their privacy and amenity. The phrase “developers just get what they want and the Council allows it” was commonly heard.

Many comments regarding increased densities in the coastal area were also received through the 2 online surveys we conducted as well as the submission forms. A full list of the comments received in the surveys is

shown in Appendix 1 and 2. The submission form comments have been handed directly to Council. Here is a snapshot of what people said specifically about density:

Example Response No 1.

*We do NOT want high density along the coastal corridor under any transit plan.
(Caloundra)*

Example Response No 2

*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 heavey 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.
(Buderim Resident)*

Example Response No 3.

The increase in population is coming. More medium/high density may be needed/ It should not be imposed upon the present residential area. Peripheral suburbs could be located beyond the coastal strip with effciaent public transport (buses I guess) connecting them to the beach areas. (Alexandra Headlands)

Example Response No 4.

*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. (Netherland's visitor)*

Example Response No. 5

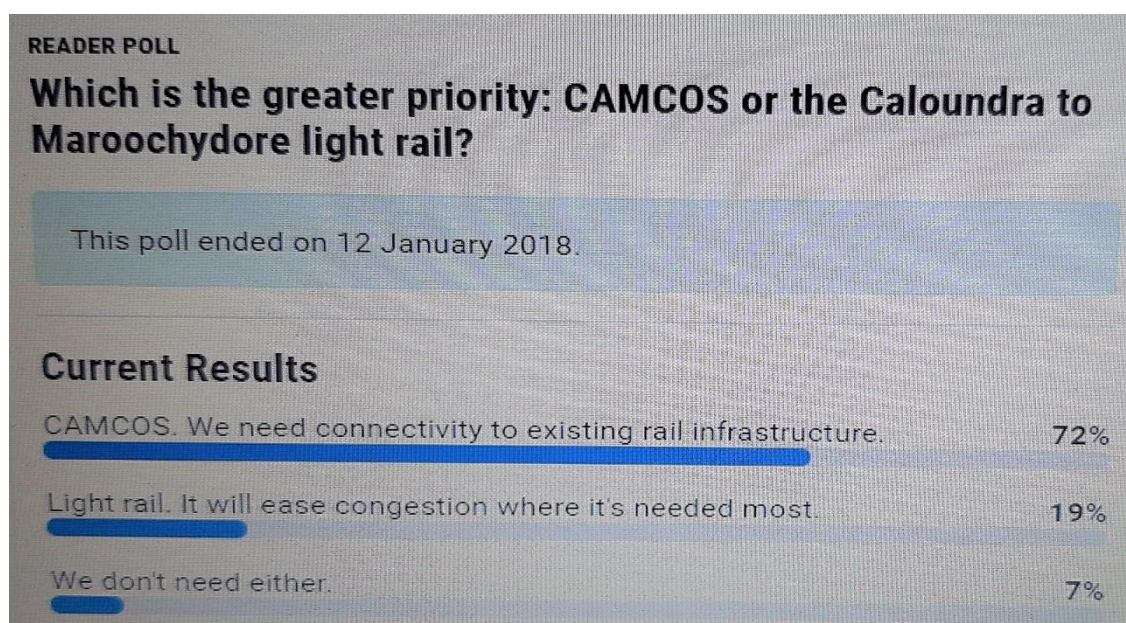
*I believe that "Mass Transit" is simply a mask to disguise an intent to facilitate unacceptable property development along the coastal strip, where it has most value to developers and not the population. Any discussion regarding mass transit options should therefore be closely linked to anticipated Planning Scheme revisions and population growth patterns - and not just along this limited strip. 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. It would seem more sensible to use heavy rail on CAMCOS from Beerwah to Maroochydore 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.
(Mooloolaba Resident)*

2.4 CAMCOS

Our conversations with residents indicate CAMCOS is not so much about a preference for “Heavy rail” per se, as a desire for greater connectivity throughout the Sunshine Coast and to Brisbane. The allure of a transport system that would enable a reliable, and easy alternative to getting to/from Brisbane with stops at key centres along the way, is seen by many as the answer to traffic congestion issues not only around the Coast but on the Bruce Highway and one they would be willing to use if it was available. The connectivity of the CAMCOS corridor to major development centres such as Aura, the future Beerwah East and the new Maroochydore CBD is seen by many to offer the means to service a greater proportion of the current and future population’s transport needs. This direct Brisbane to Maroochydore connection would also support the tourism industry providing an alternative to highway travel.

In 2018 the Sunshine Coast Daily asked readers, “Which is the greater priority: CAMCOS or the Caloundra to Maroochydore light rail? CAMCOS was overwhelmingly preferred (Table 7).

Table 7 Sunshine Coast Daily Survey 2018

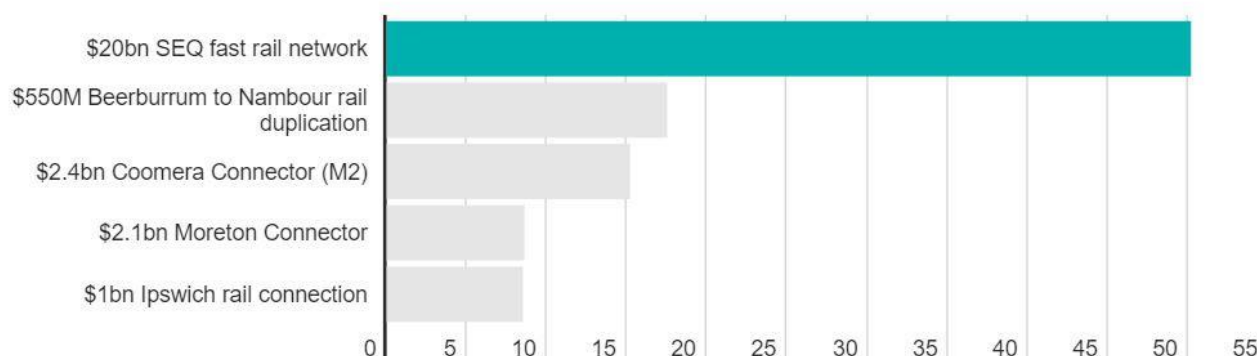


Source: Sunshine Coast Daily

This need for greater connectivity was again confirmed in a Courier Mail Survey in 2020. Over 8000 responses were received with 50% giving priority to a SEQ fast rail network (Table 8).

Table 8 Courier Mail Survey 2020

Which of these major projects are most critical to southeast Queensland?



Source: Courier Mail 2020

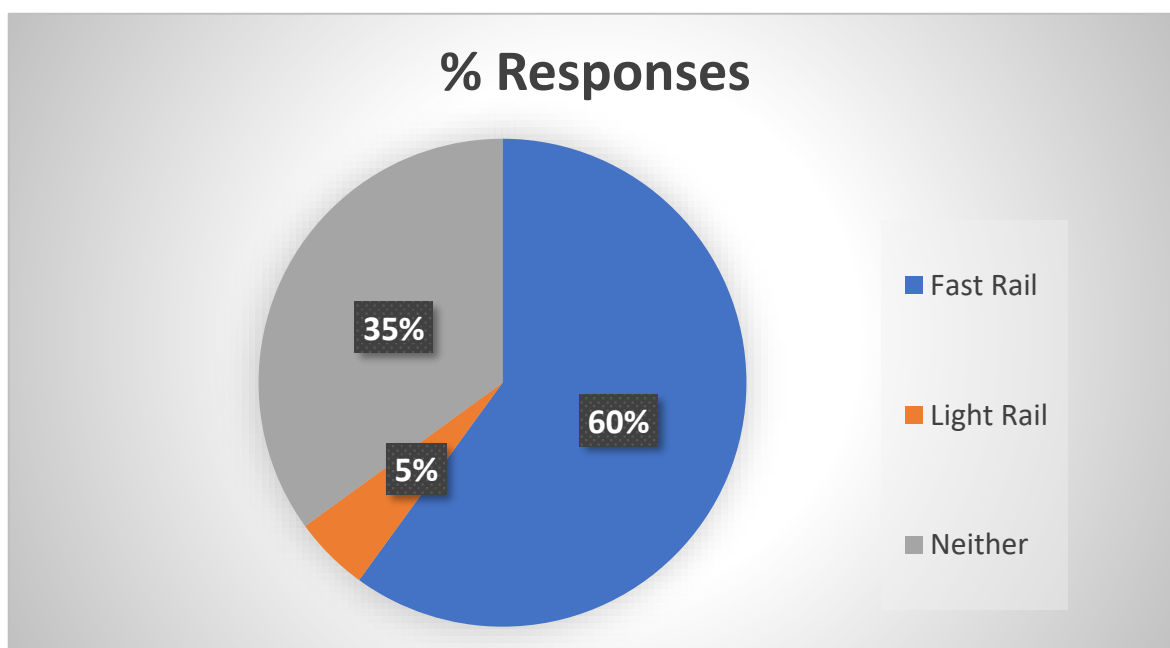
MTAG, through our website, ran our own survey in 2021. We asked:

Which of the following Mass Transit Options would you prefer to see happen on the Sunshine Coast?

1. Fast rail from Maroochydore to Beerwah (via the CAMCOS corridor) integrated with a modern bus system
2. Light Rail initially from Maroochydore to Kawana (stage 1) then from Kawana to Caloundra (Stage 2)
3. Neither

With over 260 responses, our results were consistent with the previous two surveys (Table 9).

Table 9 Resident's responses to Choice of Fast Rail, Light Rail or Neither 2021



Source: MTAG Online survey 2021

Whilst some respondents didn't include comments, many did. A full list of the comments received from this survey is shown in Appendix 1. Here is a snapshot of what people said:

Example Response No 1.

An increase in population is inevitable and must be planned for.

Light Rail is a clumsy solution primarily due to its inflexible nature. It is intrusive on the limited space we have available on the coastal strip. Light Rail requires a dedicated space for the tracks, stations and electric sub stations along with overhead wires. All this imposed on top of our present road and recreational space ... ugly and counterproductive to the goal of reducing traffic congestion.

A flexible option which can gradually be expanded in response to demand would be a fleet of smaller buses.

Besides assisting people movement around the coastal area the buses could interface with the Fast rail from Maroochydore to Beerwah to facilitate movement between the coastal communities and those further west and Brisbane. The infrastructure (roads) are already in place and bus routes and schedules can be simply modified in response to need.

(Alexandra Headlands)

Example Response No 2

Faster and more convenient public transport connections between Maroochydore and the train station at Beerwah (or any other station on the train line to Brisbane) are a real priority. As a non-driver, I find that getting to Brisbane from my home in Parrearra is a ridiculous undertaking. I have to take two buses just to get to the train station, and spend almost as much time getting to Landsborough Station as I do sitting on the train. (Parrearra Resident)

Example Response No 3.

We DO NOT need a light rail service down the middle of the busiest strip of land on the Sunshine Coast which will clog that traffic area and not be used. We DO NOT need an increase in any population on the current eastern residential corridor from Maroochydore to Caloundra. BUT we DO need a fast and frequent bus service that links this area to a fast and efficient rail line to Metro Brisbane for commuters and weekend users between the two areas of Brisbane and the Sunshine Coast. (Buderim North)

Example Response No 4.

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. (Beerwah Resident)

Example Response No 5.

Surely this is a no-brainer. The corridor is ready to go & will hopefully allow people travel to & from Brisbane without the horrendous traffic jams that are regular on the highway. All we need is line duplication to make this feasible. (Alexandra Headland Resident)

2.5 What will change behaviour?

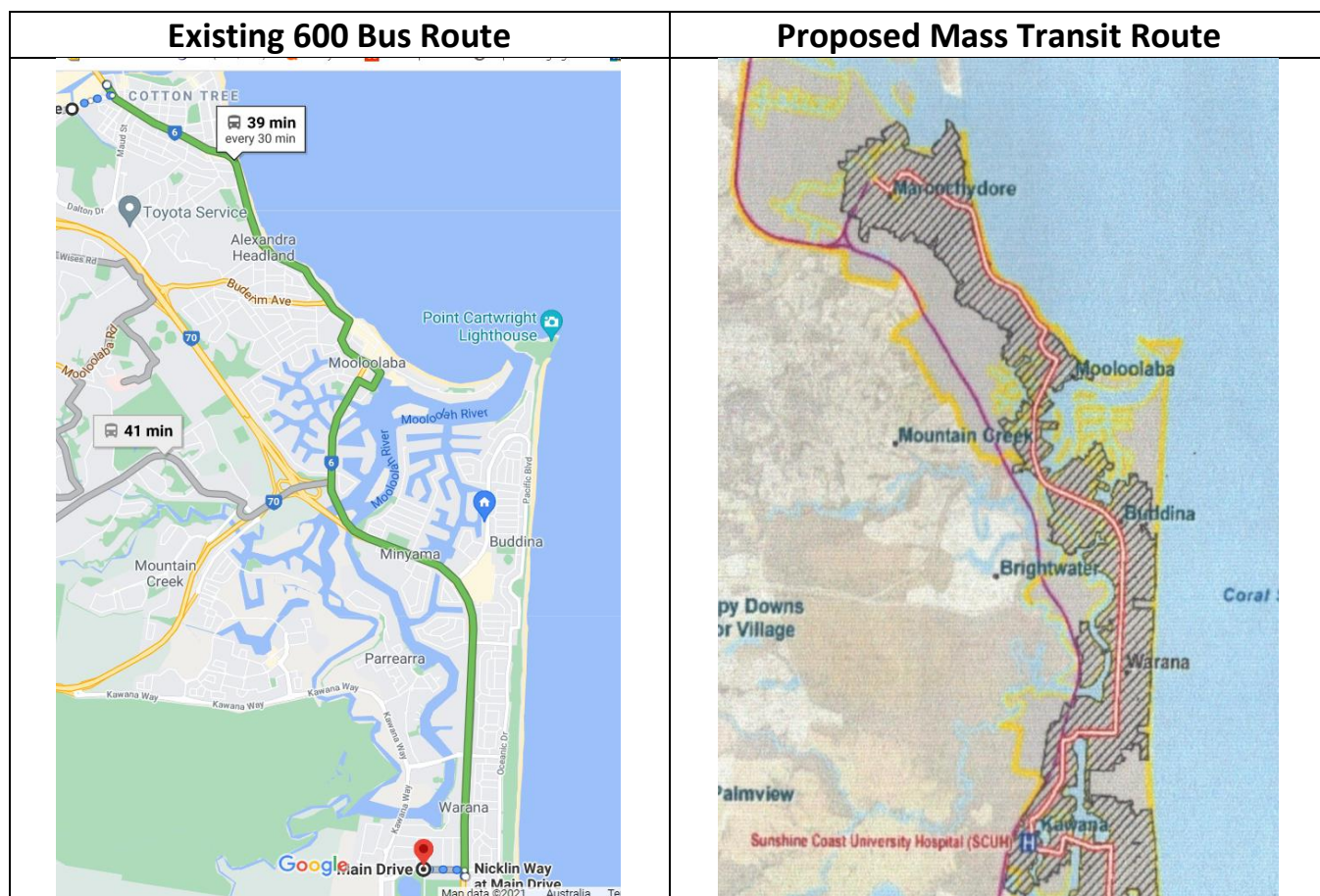
Residents repeatedly expressed dissatisfaction with the level of public transport services across the Sunshine Coast. Distances to bus stops, frequency and poor route options were often stated as the cause of the dissatisfaction. This was particularly so from people living outside the coastal corridor.

For those living along the proposed 13km route, however, the same did not apply. Many living within the corridor pointed out there are currently 2 bus routes (600 and 611) that operate on the proposed mass transit route that are running almost empty most of the time. An analysis of the timetable indicates the 600 bus runs on average every 15 minutes and takes approximately 26 minutes to reach Main Drive. The draft Options Analysis indicates a light rail would run every 7.5 minutes and take approximately 30 minutes to reach the SCUH.

The Draft Options Analysis further indicates public transport usage currently on the Coast is around 3%. The Preliminary Business Case Interim Findings Jan 2020, indicated with intervention, this figure would move to 10% by 2041. Conversations with Council officers have indicated for the total region to reach 10% public transport usage, the proposed mass transit route would need to achieve usage levels in the vicinity of 25%.

Patronage numbers obtained for Bus Services (Not including dedicated bus services) from the Queensland Department of Transport and Main Roads indicate, despite growing population numbers for the region, bus patronage has remained relatively flat both in total for the region and the 600 and 611 bus routes combined. (Table 10 and 11) The onset of Covid impacted the 2019-20 numbers however, even before Covid, there was no evidence to show new people settling at the Sunshine Coast to be boosting patronage numbers (Table 12). TMR also stated by February 2021 bus patronage on the Sunshine Coast had only returned to 75% of pre-Covid levels. This was despite the Sunshine Coast not having Covid outbreaks and lockdowns similar to those seen in capital cities. It, therefore, seems highly unlikely 25% patronage (along the proposed mass transit route) is an achievable target.

What is going to bring about this quantum change in behaviour? Given the mass transit route is already well serviced by 2 bus services that run on similar timetables with similar duration to the proposed mass transit options, are highly underutilized, and pre-Covid these services were not showing increased patronage as a result of increased population, there is no evidence to support favourable behavioural change. This does not seem to be addressed anywhere in the Draft Options Analysis and suggests to MTAG the usage assumptions underpinning the whole business case are flawed.





Route 600

Maroochydore to Caloundra via Mooloolaba and Kawana servicing Maroochydore, Mooloolaba, Kawana, Currimundi and Caloundra

Monday to Friday

map ref	Route number	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
A	Maroochydore station (PL1)	5.05	5.30	5.55	6.25	6.40	6.55	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55
B	Mooloolaba, River Esp	5.13	5.38	6.05	6.35	6.50	7.05	7.20	7.37	7.52	8.07	8.22	8.37	8.52	9.07	9.21	9.36	9.51	10.06
C	Kawana station (PL1)	5.19	5.44	6.13	6.43	6.58	7.13	7.28	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.29	9.44	9.59	10.14
D	Bokarina, Main Dr	5.23	5.48	6.18	6.48	7.03	7.18	7.33	7.51	8.06	8.21	8.36	8.51	9.06	9.21	9.35	9.50	10.05	10.20
E	Currimundi	5.27	5.52	6.25	6.55	7.10	7.25	7.40	7.59	8.14	8.29	8.44	8.59	9.14	9.29	9.42	9.57	10.12	10.27
F	Dicky Beach, Beerburum St	5.32	5.57	6.31	7.01	7.16	7.31	7.46	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.48	10.03	10.18	10.33
G	Caloundra station	5.40	6.05	6.40	7.10	7.25	7.40	7.55	8.15	8.30	8.45	9.00	9.15	9.30	9.45	9.58	10.13	10.28	10.43

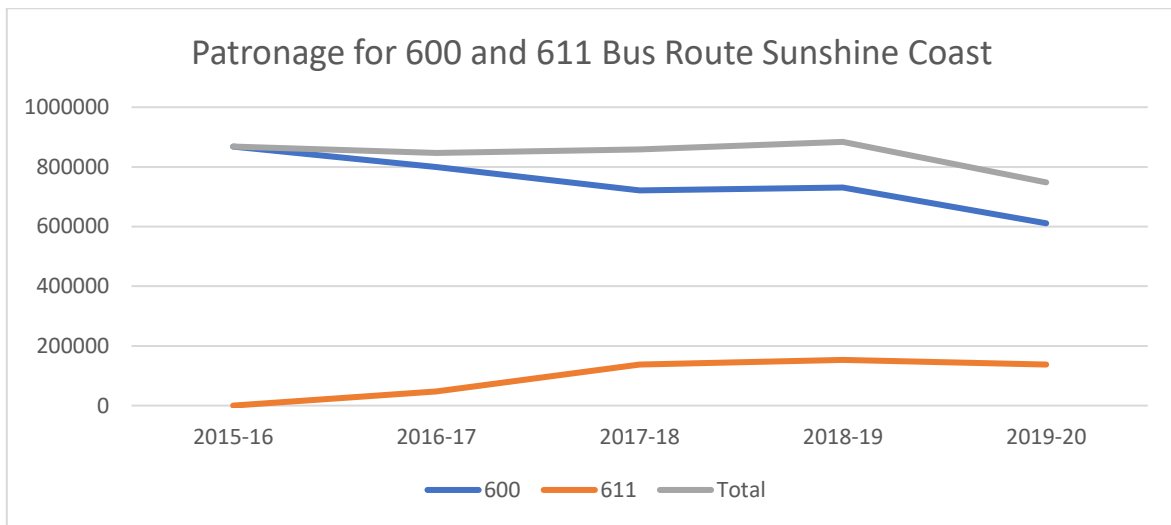
Monday to Friday (cont...)

map ref	Route number	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
		am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	Maroochydore station (PL1)	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55
B	Mooloolaba, River Esp	10.51	11.06	11.21	11.36	11.51	12.06	12.21	12.36	12.51	1.06	1.21	1.36	1.51	2.06	2.22	2.37	2.52	3.07
C	Kawana station (PL1)	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.14	1.29	1.44	1.59	2.14	2.30	2.45	3.00	3.15
D	Bokarina, Main Dr	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.36	2.51	3.06	3.21
E	Currimundi	11.12	11.27	11.42	11.57	12.12	12.27	12.42	12.57	1.12	1.27	1.42	1.57	2.12	2.27	2.44	2.59	3.14	3.29
F	Dicky Beach, Beerburum St	11.18	11.33	11.48	12.03	12.18	12.33	12.48	1.03	1.18	1.33	1.48	2.03	2.18	2.33	2.50	3.05	3.20	3.35
G	Caloundra station	11.28	11.43	11.58	12.13	12.28	12.43	12.58	1.13	1.28	1.43	1.58	2.13	2.28	2.43	3.00	3.15	3.30	3.45

Monday to Friday (cont...)

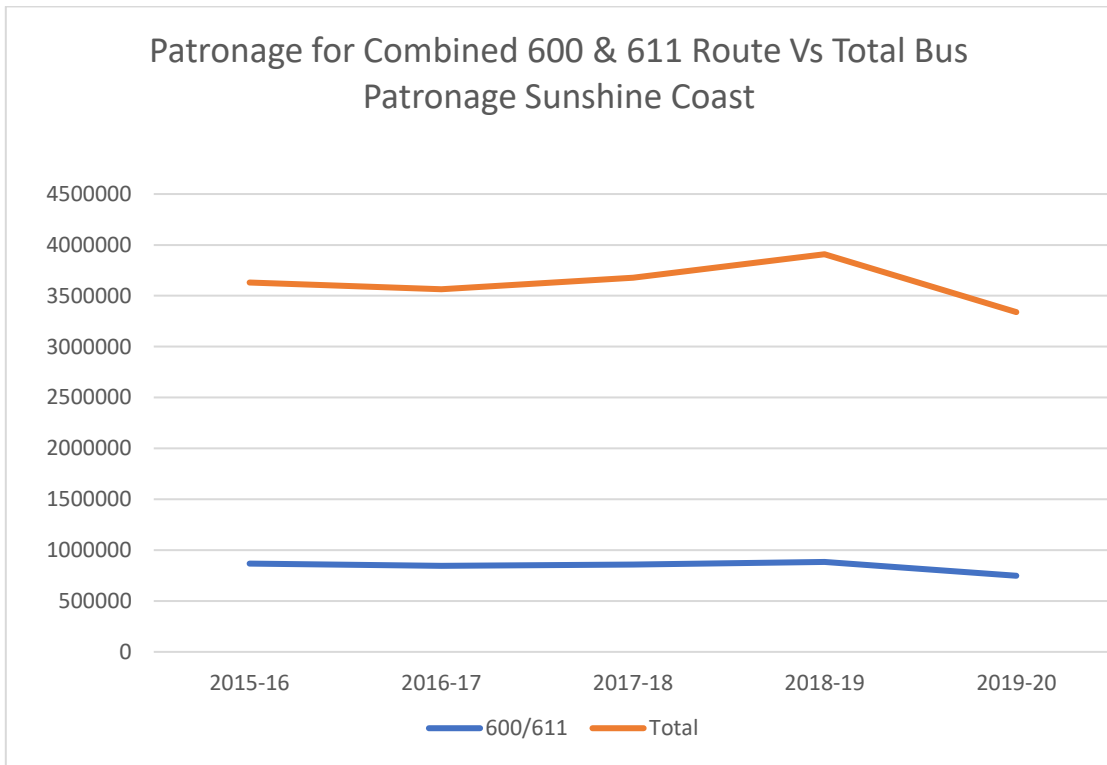
map ref	Route number	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	Maroochydore station (PL1)	3.40	3.55	4.10	4.25	4.40	4.55	5.10	5.25	5.40	5.55	6.10	6.25	6.40	7.10	7.40	8.10	8.40	9.10
B	Mooloolaba, River Esp	3.52	4.07	4.22	4.37	4.52	5.07	5.22	5.37	5.52	6.05	6.20	6.35	6.50	7.20	7.50	8.20	8.50	9.20
C	Kawana station (PL1)	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.13	6.28	6.43	6.58	7.28	7.58	8.28	8.58	9.28
D	Bokarina, Main Dr	4.06	4.21	4.36	4.51	5.06	5.21	5.36	5.51	6.06	6.18	6.33	6.48	7.03	7.33	8.03	8.33	9.03	9.33
E	Currimundi	4.14	4.29	4.44	4.59	5.14	5.29	5.44	5.59	6.14	6.25	6.40	6.55	7.10	7.40	8.10	8.40	9.10	9.40
F	Dicky Beach, Beerburum St	4.20	4.35	4.50	5.05	5.20	5.35	5.50	6.05	6.20	6.31	6.46	7.01	7.16	7.46	8.16	8.46	9.16	9.46
G	Caloundra station	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.40	6.55	7.10	7.25	7.55	8.25	8.55	9.25	9.55

Table 10 Bus Patronage 600 and 611 Bus Services



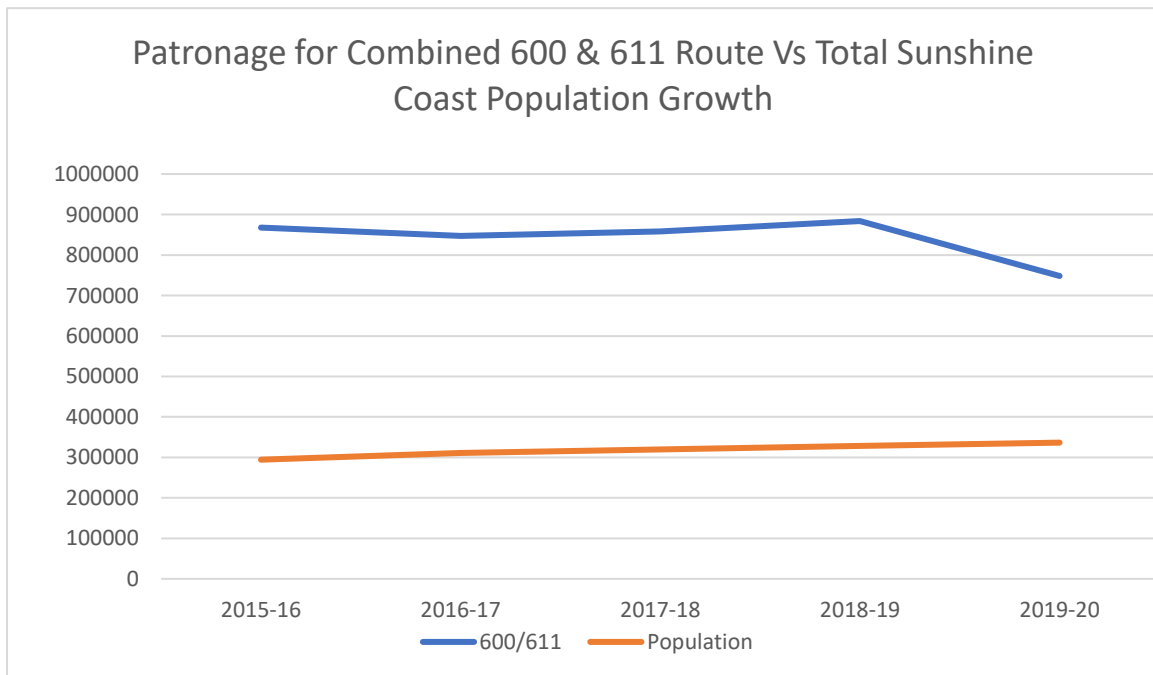
Source: Queensland Department Transport and Main Roads

Table 11 Bus Patronage combined 600/611 service vs Total Bus Patronage



Source: Queensland Department Transport and Main Roads

Table 12 Combined Patronage of 600 and 611 Route vs Total Sunshine Coast Population Growth



Source: Iprofile and Queensland Government Department of Main Roads and Transport

Chapter 3

Urbanization Strategy Vs Transport Strategy? What Should Come First?

Much of the argument for proceeding with the Draft Options Analysis is the future population growth of the Sunshine Coast. The SEQ Regional Plan sets out clear objectives that 62% of this growth be “consolidation” (infill) and 38% “expansion” (greenfield). There appears to be predetermined thinking that the Urban Coastal Corridor should house the majority of this “infill” requirement. The Strategic Business Case specifically states:

*“There is a need to fundamentally influence the current path of development that is occurring on the Sunshine Coast. Urban consolidation and infill development needs to be supported, not only to meet policy requirements, but more importantly to support the needs of residents to easily access their places of employment or places of leisure to improve the level of liveability in the region. The **Sunshine Coast Urban Corridor must accommodate a significant proportion** of the region’s new housing through urban renewal and infill development to support planned dwelling and population targets and achieve an urban form characterised by high levels of amenity and a diverse range of housing styles, which are also considered affordable. The corridor needs to attract growth and housing development through ensuring adequate and sustainable public transport is available to improve the attraction of investment in the corridor”. P135*

Yet the Community has no visibility on exactly what this will look like and is not likely to until the draft 2024 planning scheme is opened to public consultation in late 2022.

Historical council documents continually reference the ability of light rail to achieve “Urban renewal”

The relationship is mutually beneficial - an infill focus in the corridor will support light rail and the establishment of a light rail corridor can be expected to be a catalyst for urban infill development. SCRC Urban Transformations Directions Paper 2017

The Preliminary Business Case Interim Findings report (January 2020) placed land use options as the 2nd highest selection criteria for choosing the transport options. Given a 30% weighting it out-ranked cost and risk 2 to 1 and sustainability and liveability 3 to 1. Yet as shown in the community feedback outlined in Chapter 4, erosion of their liveability and urban amenity is one of the greatest concerns residents have regarding this project. The preliminary Business Case went further and stated:

*The options assessment process concluded that only the LRT option and potentially the BRT option are considered to have significant benefits in achieving the important **land use** criterion. The Quality Bus Corridor option is based on bus lanes, and although it performs well in terms of transport and cost, cannot achieve the full range of urban renewal benefits sought for the SCMT Project in the Sunshine Coast Urban Corridor. PBC Interim findings report 2020 p 22*

This selection criteria and the conclusion appear unchanged in the Draft Options Analysis report.

Table 45 – MCA criteria

Criteria	Description	Core Assessment Weighting
Transport outcomes	Impacts of the option on mode share, travel times, congestion, PT reliability, future transport network development. Focused on PT impacts.	45%
Land use outcomes	How the option impacts on the land use outcomes in the corridor and enables urban change and promotes urban consolidation. This criterion considered the amount of development likely to be generated by each respective mode and its ability to satisfy the urban consolidation criteria of <i>ShapingSEQ</i> and Council.	30%
Cost and risk	Comparative whole of life costs including capital and operating cost estimates over 30 years for each of the scoped options, discounted at 7 per cent real (economic discount rate).	15%
Sustainability and liveability	This criterion aims to achieve a positive impact of the option with respect to air pollution, noise pollution, water pollution, greenhouse gas emissions, impact on nature and landscape, urban separation and urban amenity.	10%

Further to this, the weighing in the MCA criteria appears in conflict with the SCRC ‘s Corporate Plan 2021-2025. In this document it states the Council’s vision to be “Australia’s most sustainable region”. Why then is sustainability and liveability the lowest weighted criteria?

It, therefore, appears to MTAG that the choice of transport options is incorrectly weighted to the modes ability to deliver infill and not the best transport system for the people. Urbanization is being used as a key driver rather than community transport needs for now and into the future. Council has chosen to separate the density issue from the transport issue (Mass Transit and Planning Scheme) yet they are intrinsically linked and a decision on one cannot be made without knowing the outcome of the other. Yet the community consultation on Mass Transit currently being undertaken does not quantify or address the density levels being planned in the draft 2024 planning scheme currently being prepared. How then can the community make an informed decision as to mass transit if they are not being told what urban changes come with it?

If land use is such an important criterion, then the community must be made aware of the levels of densification planned and the format of this new urban form in order to make an informed view with regard to how this impacts them and their choice of public transport associated with it.

The two processes, Mass Transit and Planning Scheme are currently out of sync. Public consultation on the 2024 Planning scheme will not occur until late 2022 yet the Options Analysis, if approved by Council will progress to the State Government in late 2021. What if the community outrightly reject the draft 2024 planning scheme? Shouldn't population patterns be determined and agreed to before any mass transit system is decided upon to service these patterns? To choose the transport mode and route before the community has accepted the urban form imposes the risk the urbanization and transport solution may not be co-located.

We, therefore, contend the Draft Options Analysis should not be progressed further until the population pattern is consulted upon and the outcome of that consultation considered.

Chapter 4

Why the Business Case Starting Point is Biased.

There is an abundance of information on Mass Transit from around the world that the Council can confidently rely on as input into the Draft Options Analysis. Regrettably, that information gathering has not been adequately done and it needs to be done, and in a way that gathers information that correlates to the context of the Sunshine Coast. A comprehensive literature search would provide an extensive library of information, and a guide to avoiding pitfalls and exploiting opportunities to Council.

It would help frame the challenges ahead with the project and at the same time give comfort that the right options were on the table, and as the options reduce it would guide how to successfully execute the preferred option.

A cursory examination of information from Mass Transit outcomes around the world casts serious doubts on the readiness of the Sunshine Coast Regional Council to proceed to a final Options Analysis. (See MTAG observations below)

MTAG contends there has **not** been sufficient examination of previous worldwide Mass Transit project implementations, and an over-reliance on internal Council historical thinking in formulating the Draft Options Analysis.

4.1 Insufficient independent information gathering

A literature search would be normal in projects of this size and complexity and is vital because:

- It is a recognised project management tool and a valuable reference for future project decisions.
- It is the start of the collection of information and facts that can be tested against future project decisions.
- It focuses on projects that have some similarity to the outcomes that the Council is trying to achieve at a high level, without getting into the detail of transport modes.
- Literature searches can at the same time go into some detail about the measured outcomes from similar projects.
- It will provide valuable information about the economic, community and other outcomes following the post-investment period of similar projects.
- Long after projects of this kind and consultants and contractors have gone, the owners can analyse and document achievement, outcomes, and lessons learnt.
- It casts a wide net (if framed properly) other opportunities and pitfalls that the Council may encounter - some of which are not known or of little interest to Council advisors because of different emphasis or priorities.
- It is a very cheap investment to make during the pre-feasibility stage to help frame the discussion and presentations of the options to be taken into feasibility before any preliminary business case is being drafted.
- Usually, it is a desktop exercise that can be carried out quickly with the correct frame of reference.
- It allows the proponents of the various options to avoid becoming “wedded” to options and therefore avoids entrenched positions.
- It forces the consultants engaged by the Council to address issues and defend their positions with facts and figures and contextual information. The arguments might otherwise be passed off by their advisors because of their inevitable limited experience or bias. The best consultants will start with a literature search and present that to their client early in the process, and certainly well before even canvassing options.
- It provides a view to Council on how similar projects can be translated to their specific situation.
- It allows the Council to ask questions such as:
 - Why would that particular outcome at “X” not happen here?
 - Why is “X” approach not applicable here
 - What would we do to prevent “X” in our investment
 - What has changed since “X”
 - Where are the lessons from “X” brought into our project

MTAG has conducted its own literature research and believes the following are omissions from the background input into the current draft Options Analysis:

- Mass transit modes are controversial. There are zealots for almost every mode. This is useful for Council as a literature search unearths the facts and myths behind the zealotry.
- Successful mass transit starts with successful public transport.
- Public behavioural changes work best when communities are already using public transport.
- Mass transport works best where there is existing community usage and strong destination usage.
- Mass Transit success is situational; it works less well in arterial transport locations.
- Research has shown Mass transit ridership is greater in more dense, low-income areas; mass transport works more efficiently in less wealthy areas and not high density, high-income areas.
- Technology is advancing rapidly in improving passenger comfort - a big issue in "take up".
- Presentation is important. Many cities have "rebadged" existing transport systems to look like mass transport with very positive outcomes. Can the current bus system be rebadged?
- Nowhere in the world has Mass Transit been successful without a strong feeder system seamlessly feeding into the Mass routes.
- Mistakes are horrendously expensive (Auckland, Sydney, Ottawa).
- Community behaviours are hard to change. There is a stigma with public transport that translates to Mass Transit.
- Therefore, the emphasis has to be on improving and de-stigmatising public transport way before any decision on a Mass Transit system.
- The path of megaprojects, such as this, is set early in the process, even before options analysis, despite protestations to the contrary. (IPA)
- Megaprojects always cost more and take longer (IPA, Sydney).
- Densification does occur, but land valuation experience is mixed (LA, St Louis).
- Where property valuations increase, there is no take-up of Mass transit, congestion continues.
- Mass transit usually does not deliver the number of jobs that were indicated in the early stages of a proposal.
- Some mass transit solutions never achieve their promoted benefits.
- Some mass transit projects run over budget for both capital and operational costs for the whole of life.
- Mass transit does increase densification and achieve better land use, but not necessarily better transport outcomes.
- There is much information on property outcomes before and after mass transit.
- Transfer destinations are a killer for mass transit without very high capital investment; some literature search observations about specific mass transit modes confirm this
- People will always pay more for personal transport. Personal transport will be "mass transport" without incentives and clever designs, and strong programs to deliver behavioural change.
- Council advisors hide light rail overruns (Sydney).
- The NSW Auditor-General advised a few months ago that the true cost of Sydney Light Rail was now \$3.1bn and that the estimates of benefits underpinning the investment would NEVER be realised.
- MTAG FOI requests were denied so we cannot comment on Gold Coast Light Rail
- Ongoing benefit for Sydney originally estimated at \$50m pa has now dropped to \$8M pa. Costs will be borne by Sydney ratepayers.
- Ridership of Mass transit varies greatly...between 0% to 150%.
- BRT quality of solutions vary greatly, from "makeovers" to major capital investment almost rivalling light rail cost estimates.
- The SCRC Options Analysis seems to rely on Gold Coast light rail. This is a mistake and a very narrow view to take when deciding on such an important investment.

4.2 Internal Documents informing the Draft Options Analysis are biased toward light rail and densification of the Urban Coastal Corridor.

A review by MTAG of such documents going back as far as 2012, reveals a long-term fixation by Council for a light rail along the coastal corridor accompanied by increased densification (see references below). MTAG contends, back as recently as August 2020, that the Council was still proceeding with a Preliminary Business Case predicated on this thinking. Council's website acknowledges Council's historical fixation on light rail.

When the business case process commenced in 2018 the scope of the project was recast to consider a wider range of options, including other mass transit technologies. The references to "light rail" in documents such as the Integrated Transport Strategy are therefore a legacy of the background that informed those documents, rather than any indication that the council still favours light rail. SCRC Website June 2021

The above statement would suggest Council moved away from favouring light rail 3 years ago. However, documents released in 2019 and 2020 still reference light rail. These include the Preliminary Business Case Interim Findings Report (January 2020), as well as the Maroochydore City Centre PDA Amended Development Scheme 2019. We also believe the final Preliminary Business Case prepared in August 2020 also still favoured light rail. This report was never released and MTAG's RTI request was refused on the basis the release of the document would "generate public discussion and concern about elements or proposals that have been superseded, or have not yet been fully considered and may be significantly amended or not incorporated in the draft Options Analysis report that will be subject to the community engagement process".

Further to this, the key personnel who wrote these earlier documents are also the people involved in writing the current Draft Options Analysis. Ken Deutcher (consultant), was responsible for the initial Line in the Sand 2012 documents as well as now being involved in the preparation of the current Draft Options Analysis Report. Cr Rick Baberowski, who heads up the Council's Transport portfolio and is part of the Mass Transit Control Group, has also been involved in the project dating back many years. He indicated on View News in 2020 "In my personal view Light Rail is it....it is a fantastic way to preserve our lifestyle."

Documents MTAG have reviewed that were used to inform the current Draft Options Analysis include:

- **A Line in the Sand 2012 (The Sunshine Coast Light Rail Project)** - author Ken Deutcher
- **Sunshine Coast Light Rail – Shaping Our Future 2013**
- **SCRC Urban Transformations Direction Paper 2017**

In this document it clearly states:

The relationship is mutually beneficialan infill focus in the corridor will support light rail and the establishment of a light rail corridor can be expected to be a catalyst for urban infill development.

- **Integrated Transport Strategy June 2019**



This document specifically referenced Sunshine Coast Mass Transit/Light Rail. It then further referenced "Staged light rail proposal to serve high-density Enterprise Corridor". This was amended

in Sept 2020 and references to light rail were removed, however, the notion of a high-density Enterprise corridor remained.

- **Maroochydore City Centre PDA Amended Development Scheme 2019 (p19)**

The zoning and precincts plan specifically indicate a “future **light rail** subject to investigation”.



Ironically this document focuses more on heavy rail and the CAMCOS corridor than light rail or any other mass transit system into the CBD yet CAMCOS is considered the 2nd priority behind mass transit in the Mass Transit Master Plan shown in the Draft Options Analysis. Why?

- **Preliminary Business Case Interim Findings Report Jan 2020**

Whilst this document looks at a range of options for the 13.6km coastal strip, the “with intervention” analysis is only done on the Light Rail Option. All recommendations and conclusions point toward this option being preferred.

*"The options assessments concluded that only the LRT option and potentially the BRT option are considered to have significant benefits in achieving the important **land use** criterion. The Quality Bus Corridor option is based on bus lanes and although it performs well in terms of transport and cost, cannot achieve the full range of urban renewal benefits sought for the SCMT Project in the Sunshine Coast Urban Corridor" p 22 PWC PBC Report.*

Table 44 – Qualitative MCA comparison of options against certain attributes of quality public transport

Attribute	Region-wide bus upgrade Category C	Region-wide bus upgrade + infrastructure Category C	Road network upgrade Category C	QBC Category C	BRT Category B	LRT Category B	wLRT Category B	TT Category B
Legibility of the system to new users	3	4	3	7	10	10	10	10
Reliability of service and the total travel time	3	4	3	7	9	10	10	9
Ride quality	3	3	3	3	8	10	10	9
Minimising travel time and achieving reliable, consistent running times on the route	3	4	3	6	9	10	10	9
Minimising lost time (layover) between services	3	3	2	9	7	10	7	7
Ensuring the vehicles have sufficient passenger capacity for the peak	5	5	4	6	7	10	10	8

It is MTAG’s understanding this document was rewritten to be the current “Draft Options Analysis” of which based on a qualitative analysis, light rail remains the preferred option receiving a scorecard of 10/10. (Source: Draft Options Analysis Report April 2021)

- **Draft Preliminary Business Case August 2020. Prepared but not released**

In February 2021 MTAG requested a Right to Information for the above document. Correspondence from Council confirmed its existence.

“Searches have been conducted and have located the relevant draft document, which comprises 284 pages. This is the full draft Preliminary Business Case and Options Analysis document (“the Document”). Letter from Victor Catchpool, Right to Information Officer 21 March 2021

MTAG were denied access to this document based on:

“I have decided to refuse access to the Document on the basis that disclosure would, on balance, be contrary to the public interest under section 47(3)(b) of the RTI Act. Letter from Victor Catchpool, Right to Information Officer 21 March 2021

We believe this Draft Preliminary Business Case also still favored light rail. One of the key reasons given for declining us assess was because of the concern to do so would “generate public discussion and concern about elements or proposals that have been superseded, or have not yet been fully considered and may be significantly amended or not incorporated in the draft Options Analysis report that will be subject to the community engagement process”.

Based on what we believe to be a lack of adequate independent information gathering, the bias toward light rail in a significant number of earlier documents informing the process and the continuity of personnel on the project with a historical bias on light rail, MTAG question if enough independent assessment has truly gone into the current thinking. We contend, whilst the options have been broadened in the Draft Options Analysis Report, light rail remains a highly favoured option by Council and we question if earlier stated biases have been overcome.

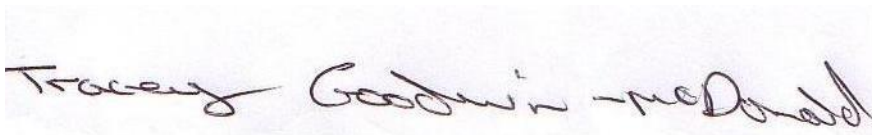
Chapter 5

Conclusion

Based on the evidence outlined in chapters 1-4, MTAG holds the belief the current Draft Options Analysis should not be progressed to the Councillors for voting nor progressed to the State Government for the 3rd stage, The Detailed Business Case. We contend that the current Draft Options Analysis needs to be revised on the basis:

1. Based on our extensive research and communications with the community, the choice of the 13.6km urban corridor and the 5 preferred mass transport options for it, do not meet the community's needs or expectations and focusses on the wrong priority for the region.
2. Land Use Criteria, whilst a consideration in the process, has been given overstated importance in the overall selection criteria for a mass transit system. Urbanization is being used as a key driver rather than community transport need. The SCRC Corporate Plan 2021-2025 sets a vision to be "Australia's most sustainable region" yet sustainability is only given a weighting of 10% vs Land Use at 30%.
3. If land use is such an important criterion, then the community needs to be made aware of levels of densification planned and the format of this new urban form in order to make an informed view about how this impacts them, and their choice of public transport associated with it. The community will not have adequate awareness of this until the revised planning scheme goes to public consultation in late 2022. To choose the transport mode before the community has accepted the urban form imposes the risk the urbanization and transport solution may not be co-located.
4. A major review of Mass Transit systems worldwide has not been conducted and the primary documentation informing the draft Options Analysis ranging back to 2012 are Council internal documents that have a stated bias toward light rail and have therefore skewed assumptions used and the recommendations made.
5. The implementation of a mass transit system of the types proposed are premature and overkill given the current poor state of public transport usage. Nowhere in the world has a mass transit system gone in based on population growth only. It has always been predicated on good, well used public transport being in place first.

MTAG's position is that the region does need a modern, efficient, environmentally friendly, and well-utilized public transport system to meet future population growth. This system needs to be region-wide and offer an improvement over the current options. The introduction of a \$2+ billion mass transit system for 13.6km only will not bring about the quantum usage shift required to address the traffic congestion issues of the region in the future. Therefore, the Options Analysis needs to be revised to consider a wider region solution that the community can see and buy into, a system that can grow with increased usage and population growth. We contend a mass transit system (LRT, wLRT, Trackless Tram or Rapid Bus Transit) for only 13.6km from Maroochydore to Birtinya is not the correct 1st priority for a mass transit masterplan for the Sunshine Coast.



President

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Appendix 4

MTAG Research Methodology

1. Surveys

Since commencement MTAG have run three Online Surveys. The first survey related to public consultation and is not relevant to this report. Survey 2 and 3 are included in this report with results outlined in Chapter 1.

Both survey 2 and 3 were accessed and could only be completed, through the website masstransitsc.com. Dedicated pages on the website were given to each survey. Multiple responses from the same email address were eliminated with only the first response included. Responses were captured on the website builder platform Wix.com. No paper or verbal responses were allowed or included. Both surveys included comments boxes but additional comments were not mandated.

Both surveys were promoted through the following platforms:

- Digital media including Facebook posts and direct email campaigns to email addresses registered with the website masstransitsc.com
- Information leaflets letterbox dropped across the whole of the Sunshine Coast Region.
- Pop up's conducted at markets, and local public areas such as beach accesses and parks.

Survey 2 Wording

Which of the following Mass Transit Options would you prefer to see happen on the Sunshine Coast?

Please select 1.

1. Fast rail from Maroochydore to Beerwah (via the CAMCOS corridor) integrated with a modern bus system
2. Light Rail initially from Maroochydore to Kawana (stage 1) then from Kawana to Caloundra (Stage 2)
3. Neither

Over 260 responses were received.

Survey 3 Wording

The Sunshine Coast Regional Council are undertaking public consultation on their mass transit plan commencing April 28th 2021. Below are the 9 options they are including. Take our survey below and let us know which one you prefer.

(Note options wording was taken directly from Council's website wording for each option)

Please select 1.

- Business as Usual
- Road Network Upgrades -road upgrades in the coastal corridor which would benefit all users including buses
- Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections
- Region-Wide Bus System Operation Enhancements – new and existing routes with improved frequency, more direct routes and better connections

- 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
- 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
- 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
- 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
- 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.
- None of the above (Please provide why in the comments box)

Over 380 responses were received

2. Submissions

MTAG encouraged people to complete Council’s online survey but also provided an open ended proforma submission form people could complete if they chose to. On the submission form respondents were asked to write in their own words, the reasons why they were making the submission. People were given the option of returning the submission form directly to Council or returned to MTAG to deliver to Council on their behalf. People were advised they could hand deliver or email back their completed forms. Both Council’s and MTAG’s emails were provided.

The submission forms were distributed through the following platforms:

- Digital media including Facebook posts and direct email campaigns to email addresses registered with the website masstransitsc.com
- Letterbox dropped across the whole of the Sunshine Coast Region by volunteers.
- Pop up’s conducted at markets, and local public areas such as beach accesses and parks.
- A downloadable version was included on the website www.masstransitsc.com.

Over 950 submissions were received either electronically or hand delivered. MTAG has no information relating to how many were sent direct to Council.

MTAG engaged an independent third party to review and collate the information received on the submissions returned to MTAG. A list of “themes” was compiled and each submission reviewed against this list. Many submissions contained more than one theme. Whilst over 950 submissions were received an independent, detailed analysis was conducted on the first 600 only. This was because the remaining 350+ were received in the last week of consultation and time did not permit proper review. A cursory review of the additional 350+ submissions received however indicated no variance in the themes identified or support for the higher ranking reasons.

3. Face to Face discussions with Sunshine Coast Residents

For many months MTAG has engaged in conversation with the community in a number of ways including but not limited to the following:

1. Pop up's conducted at markets, and local public areas such as beach accesses and parks.
2. Delivery of over 1000 corflute signs to households who contacted us
3. Delivery of over 2000 stickers to households who contacted us
4. Presentations to local community organizations eg Buderim Men's Shed and Development Watch
5. Other community meetings

Whilst subjective, the comments received during these face to face encounters also formed the basis of the analysis outlined in Chapter 1.