

15. Public Interest Statement

A significant amount of engagement on the Mass Transit project has been undertaken since 2012. This engagement has revealed many insights on the public interest and potential impacts to stakeholders for each option.

15.1. Previous community engagement activities

Council has engaged with the community, business and stakeholders since 2012 about the best ways to service the Sunshine Coast's growing transport needs.

A Line in the Sand - Prefeasibility and Rapid Economic Appraisal Report was developed in consultation with a taskforce of industry and community representatives.

In November 2014 the Sunshine Coast community had their say on route options proposed for Maroochydore, Mooloolaba, Kawana and Caloundra. The vast majority supported council's investigations into a mass transit option and their feedback on route options contributed to the selection by council of a preferred route for further study.

Council undertook market research and community consultation between November 2017 and July 2018 to help shape the *Integrated Transport Strategy* endorsed by council in 2018. Key findings from the market research and community consultation relevant to the Sunshine Coast Mass Transit Project have been integrated with the Options Analysis workings.

Consultation on the broad need for improved transport connections and consolidation of urban development was also carried out during development of the:

- Regional Economic Development Strategy released 2013
- Sunshine Coast Planning Scheme adopted 2014
- Environment and Liveability Strategy released 2017
- Sunshine Coast Community Strategy released 2019.

The Queensland Government also undertook community consultation in relation to the extent and form of dwelling and employment provision on the Sunshine Coast as part of the preparation of *ShapingSEQ - the South East Queensland Regional Plan* - released 2017.

15.2. Engagement on the Draft Mass Transit Options Analysis

15.2.1 Engagement Activities

Engagement on the Draft Mass Transit Options Analysis was undertaken over the 8 weeks from 28 April 2021 to 22 June 2021. During this time, Sunshine Coast Council hosted over 50 community engagement activities.

These included:

- 19 pop-up events (attended by over 700 people)
- 4 virtual reality sessions (attended by 24 people)
- 2 community round tables that included representative groups, aged care, youth, business, and accessibility groups (attended by 23 representatives)
- A special presentation to Council and State Government Officers by MTAG (Mass Transit Action Group), the Beach Matters Group and OSCAR (Organisation Sunshine Coast Association of Residents) on their views (attended by 9 representatives)
- An Intergenerational Forum that brought together a wide range of interests from across all generations (attended by 54 representatives)
- An Enquiry-By-Design workshop (attended by 28 representatives)
- An online survey (3,894 unique survey responses received)
- 5 school presentations by Council (attended by 146 students and teachers)
- 19 Council presentations at community and stakeholder briefings (527 people directly briefed and reaching over 8,000 people).

Sunshine Coast Council has also commenced an ongoing engagement process with First Nations people.

The Sunshine Coast Mass Transit Engagement Report is attached to this Options Analysis but is summarised below. In addition, a summary of the key findings from the engagement process have been responded to in section 15.4 of this report.

15.2.1.1 Methodology

The engagement methodology incorporated many different activities to gain a broad range of feedback from the community. These activities included an on-line survey, a number of deliberative engagement activities, pop-up events, presentations and briefings. These are explained in more detail below.

15.2.1.2 Online Survey

An online survey was hosted on Engagement HQ (“Bang the Table”). This digital community engagement platform provides a range of tools for effective community engagement and community sentiment to support government and other decision makers. This online survey was replicated as a paper survey for residents without internet access or who preferred to engage with Sunshine Coast Council by this means.

15.3. Deliberative engagement activities

The Sunshine Coast Mass Transit Options Analysis engagement plan included three deliberative activities:

- An Enquiry by Design workshop
- An Intergenerational Forum
- Community round table discussions.

All these activities:

- Informed participants on project background and need (consequences of inaction)
- Informed participants on the five mass transit options recommended by the Options Analysis report
- Involved participants to discuss the Sunshine Coast’s lifestyle and character
- Involved participants to identify issues, concerns, and barriers to mass transit
- Presented national and international examples of how the introduction of mass transit supports economy, lifestyle, and environmental sustainability, as well as key challenges
- Involved participants to identify opportunities, priorities, and critical success factors for mass transit
- Involved participants in identifying potential land use and place-making opportunities and actions to safeguard and retain the Sunshine Coast’s character and lifestyle
- Involved participants in identifying opportunities for emerging transport solutions such as mobility as a service
- Involved participants to take part in discussion and planning activities to apply their own key criteria in designing a mass transit hub.

15.3.1.1 Pop-up events

These small-scale events engaged participants in one-on-one conversations and were situated in high traffic footfall locations such as libraries, markets, and popular public spaces.

These events were an opportunity for people to find out more information about the project and ask questions, as well as provide feedback on the Sunshine Coast mass transit options, urban form and placemaking.

15.3.1.2 Key interest groups presentation

Three Sunshine Coast community groups self-identified as having a specific interest in the Coast’s transport future. These groups were undertaking independent engagement and research activities with the Sunshine Coast community and with State and Federal elected representatives.

These groups were:

- Mass Transit Action Group (MTAG)
- Organisation of Sunshine Coast Association of Residents (OSCAR)
- Beach Matters

They were invited to present their concerns, research and findings to Council and State officers. These presentations can be seen in the attached Engagement Report.

15.3.2 Analysis methodology

This chapter reports on these data sets.

- Survey data exported from Engagement HQ
- Data from paper-based surveys
- Qualitative feedback from Sunshine Coast Council pop-up events
- Feedback from Community Round Table discussions (3 & 4 June)
- Feedback from the “Enquiry by Design workshop (17 June)
- Feedback from the Intergenerational Forum (18 June)

15.3.3 Other submissions

As well as contributing via the engagement activities, a number of key stakeholders also made submissions. A summary of the key issues raised in these submissions can be seen in the attached Engagement Report (Attachment 1). Both positive and negative sentiment was expressed in these submissions.

15.4. Key findings and Project Response

The consultation resulted in several key findings from all engagement activities. These are summarised below. It is noted that this Options Analysis has acknowledged and responded to a significant amount of feedback beyond these summary observations as shown in Table 90. Key findings include:

- Respondents wanted to reinforce the coast’s natural amenity through well designed green public spaces and shaded pathways that provided easy access to the beach.
- Most people (68%) believe it is important to have a good mass transit system on the Sunshine Coast.
- The majority of people under 50 years of age were satisfied that all five options should progress to a Detailed Business Case while the majority of people aged 51 years and over were dissatisfied with all the options progressing. However, of those dissatisfied, more than one third were still supportive of one or more of the five options.
- Options with tracks and wires received the lowest numbers of positive comments, but since wLRT was viewed more favourably, it appears the wires are the greatest concern. There are other options without overhead wires that are recommended to progress to the Detailed Business Case.
- however, LRT with overhead wires remains a recommended option to progress to the Detailed Business Case because it is the most energy efficient option – transit vehicles utilising steel wheels on steel rails experience less rolling resistance than rubber-tired vehicles and therefore apply energy more efficiently
- LRT is also a reliable and well proven technology, particularly over longer routes. It is also acknowledged that a hybrid solution (partially wire free) may also be a suitable variant in certain sensitive locations.
- Most elements of a good public transport system were considered important. However, convenient services on a predictable (legible) route were considered the most important factor, along with frequency and reliability. These important features of a mass transit system are best achieved by four of the five recommended options – Trackless Tram, Bus Rapid Transit, Light Rail and wireless Light Rail, which operate on a dedicated running way.
- Some people felt that the proposed route needed to be extended to connect to more places, others preferred to see an alternate route that avoided foreshore locations such as Alexandra Headland.
- There was support for the delivery of public transport services in the CAMCOS corridor and improvements to the region-wide public transport network.

- There are contrasting views on urban form. Survey participants under 50 years old were more likely to want development around mass transit nodes while survey respondents over 50 were more likely to want development spread throughout the urban corridor.
- In the Enquiry by Design (EBD) workshop all participants developed land use scenarios that increased density and activity near mass transit stations. This workshop included members of key interest groups, young people, accessibility advocates, environmental interest groups and a wide range of other stakeholders. This was also observed at the Intergenerational Forum during the 'urban collage' activity.
- What people said during the engagement period was influenced by their age, geography, accessibility needs, and how deeply they engaged. Older participants and participants who lived along the route generally felt more negatively about the proposed options than those who were younger, who lived away from the route and who had accessibility needs.
- People who took part in deliberative activities provided considered feedback and sometimes changed their attitudes positively toward the proposed options.
- The table below identifies the project response to the key findings of community engagement.

Table 90 – Project response to key findings

Sunshine Coast Mass Transit Community Feedback and Project Response

An engagement report was prepared by Articulous to summarise the outcomes of the Sunshine Coast Mass Transit engagement process held between April and June 2021. The Engagement report indicates that the comprehensive engagement program revealed important insights that should be considered in finalising the Options Analysis.

A summary of these insights and their relevance to the Options Analysis have been presented below.

It should be noted that not all of the feedback received during the engagement process is within the scope of the Options Analysis or the mass transit project. Where this is the case, the feedback will be used to inform other relevant projects e.g. the new Sunshine Coast Planning Scheme Review and Translink network planning.

Engagement Findings	Project Response
The majority of people believe a good mass transit system is important for the Sunshine Coast	
1. Most people (68%) believed that it is important or very important to have a good mass transit system.	<p>Noted. The Options Analysis is intended to ensure a mass transit system is further investigated for the Sunshine Coast, rather than continue with the business-as-usual incremental upgrades to infrastructure which tend to lag behind development. This is discussed in Chapters 6 and 7. Also Recommendation 1 seeks that Council and State Government work together to deliver an integrated public transport system for the Sunshine Coast.</p> <p>Chapter 8 of the Options Analysis and Recommendation 1 also recognise that the system for the region cannot be implemented all at once. It recommends starting with the area that currently has the most population and employment activity (Maroochydore to Sunshine Coast University Hospital) and which is already experiencing congestion and relatively high public transport use.</p> <p>However, the needs of the broader region are recognised and Recommendation 13 of the Options Analysis recommends Translink be engaged during the DBC to improve public transport services across the Sunshine Coast in accordance with the Mass Transit Master Plan.</p>
2. There was a particular concern with the light rail with overhead wires option.	<p>Noted. The wLRT (wireless light rail) option was included in the Options Analysis (refer particularly to Section 11.3.1.6 of the Options Analysis), because concerns about overhead wires had been observed in the media and on social media in the lead up to the consultation.</p> <p>It is also possible to have a hybrid system in which the vehicles run on-wire for part of the route, and off-wire for other parts (where visual amenity is not as important). It is therefore not recommended to eliminate any options at this stage of the business case process.</p> <p>It is understood that the overhead wires were a particular concern in high amenity areas such as Alexandra Headland. Wireless light rail can be considered in high amenity areas such as Alexandra Headland.</p> <p>All 5 shortlisted options (including four which don't include overhead wires) are recommended to progress to the Detailed Business Case.</p> <p>Recommendation 2 of the Option Analysis indicates that broader master planning for high amenity areas such as Alexandra Headland is undertaken as part of the</p>

Detailed Business Case process. This Master planning will consider such issues as overhead wires and improving connections to the beach.

LRT with overhead wires remains a recommended option to progress to the Detailed Business Case because it is the most energy efficient option – transit vehicles utilising steel wheels on steel rails experience less rolling resistance than rubber-tired vehicles and therefore apply energy more efficiently. LRT is also a reliable and well proven technology, particularly over longer routes. It is also acknowledged that a hybrid solution (partially wire free) may also be a suitable variant in certain sensitive locations.

A mass transit system should provide convenient, frequent, and reliable services on a predictable route.

3. Most elements of a good public transport system were considered important. However convenient services on a predictable route were considered the most important factor, along with frequency and reliability.

Refer to the Section 11.3.1 of the Options Analysis:

“To achieve the objective of changing travel behaviour and attracting passengers out of cars, public transport needs to be reliable and efficient, and not be delayed in congestion with other general traffic.”

Support greater public understanding of the Public Transport Master Plan

4. In some cases, the commentary provided in the feedback, demonstrated a lack of understanding of the Integrated Public Transport Masterplan. When directly asked, more survey respondents said they were dissatisfied than satisfied with the plan. In the survey’s qualitative data and in feedback gathered in deliberative activities, participants listed attributes such as east to west connections, feeder services and links to the heavy rail network

Chapter 7 – *Sunshine Coast Mass Transit Master Plan* of the Options Analysis outlines the network approach needed to ensure as many residents and visitors as possible are provided improved access and given the opportunity for alternative modes of transport. The plan shows a mass transit system consisting of a comprehensive trunk network (regional rail and local mass transit) supported by an optimised bus network feeding into key activity centres and transit nodes.

Chapter 8 – *Investment Staging Priorities* provides detailed information on how the various components of the mass transit master plan contribute to meeting the project objectives. It identifies which components should be delivered first and why.

It is also worth noting that the master plan presented in Chapter 7 of the Options Analysis is generally consistent with:

- the [Sunshine Coast Integrated Transport Strategy](#)
- the [South East Queensland Regional Transport Plan](#).
- [Creating Better Connections for Queenslanders](#).

Ongoing engagement is to be undertaken during the Detailed Business Case. This future engagement should take time to undertake deliberative activities to enable a deep dive into the project information to ensure the community has a greater understanding of the broader master plan of which this project is one component.

Investigate additional heavy rail services

5. Progress CAMCOS in parallel with mass transit

This approach is reflected in the Mass Transit Master Plan (Chapter 7, Figure 36 of the Options Analysis). It includes a local mass transit system that connects to a regional rail connection (CAMCOS).

Figure 7 includes a staging strategy that suggests an integrated delivery of local mass transit and CAMCOS.

Chapter 8 – *Investment Staging Priorities* provides detailed information on how the various components of the mass transit master plan contribute to meeting the project objectives. This chapter notes that CAMCOS and the coastal mass transit are of equivalent importance.

Refer also to the response to Item 6 below.

6. Consideration of improved heavy rail to Brisbane as a high priority.

The airport connection was considered a higher priority by some stakeholders and other engagement participants suggested additional mass transit connections such as Caloundra and the university

Chapter 8 of the Options Analysis identifies that 77 per cent of Sunshine Coast resident workers travel to a destination in the Sunshine Coast region, whereas only 5 per cent work in the metropolitan Brisbane region. This is why a local mass transit component of the Master Plan was identified as the first priority.

Note that Chapter 8 of the Options Analysis found that the local mass transit stage from Maroochydore to Birtinya results in higher PT boardings, better supports commuters and at 2041 (based on QGSO projections) has five times more people living within the walk-up catchment of a mass transit station.

The Options Analysis has confirmed the findings of the Strategic Business Case based on the need to service the largest travel markets first.

As a consequence, the first stage of the public transport solution is proposed to be a local mass transit system in the northern part of the Sunshine Coast Urban Corridor, extending 13.6 kilometres from Maroochydore to the SCUH at Birtinya town centre. It is considered a high priority because this area contains the greatest concentration of population, jobs, facilities and services and is already experiencing growing traffic congestion.

Future stages are intended to be progressed as per the staging plan shown in Figure 7 of the Options Analysis.

It is beyond the scope of this Options Analysis to advance the planning of the regional rail connection. However, Chapter 8 notes that CAMCOS and the coastal mass transit are of equivalent importance.

Regarding the connection to the Sunshine Coast Airport, Chapter 7 of the Options Analysis presents a comparison of the annual passenger movements for Sunshine Coast, Gold Coast and Brisbane airports. It concludes the demand associated with the Sunshine Coast Airport is unlikely to justify a mass transit investment within the planning horizon for this business case. However, the Master Plan (Chapter 7) identifies the need for high frequency bus services from the Airport to Maroochydore.

7. Investigate additional heavy rail services such as improving the North Coast rail line from Beerburum to Nambour.

On 10 August 2021, the Queensland Government, through TMR, released the draft 10-year plan for Queensland passenger transport. The draft plan outlines the priorities and key initiatives for passenger transport across Queensland. \$550.8m was committed to the Beerburum to Nambour Rail Upgrade stage 1. Funding for further stages of the Beerburum to Nambour Rail will be considered in future program development phases.

Investigate ways to seamlessly connect people from their home to mass transit stations and onto their destination and back.

8. Consider rapid feeder services

This is reflected in the Mass Transit Master Plan (Chapter 7, Figure 36 of the Options Analysis). The Master Plan includes a high frequency bus feeder network that connects to the local and regional mass transit systems.

Recommendation 13 of the Options Analysis recommends *'Ongoing improvement in feeder bus networks including bus route frequency and improved service patterns'*.

9. Consider park-and-ride locations and other 'last mile' infrastructure (bicycles, e-scooters, pedestrian pathways) along the route

The Mass Transit Master Plan (Chapter 7, Figure 36) considers park and ride locations. These will be further investigated in the Detailed Business Case.

'Last mile' infrastructure is also captured in Recommendation 12 of the Options Analysis - *'Planning and delivery of a well shaded active transport feeder network to enable people to easily access the integrated public transport system.'*

See also the response to Item 27 & 28 in this table.

10. Investigate improved East-West public transport services

This is reflected in the Mass Transit Master Plan (Chapter 7, Figure 36 of the Options Analysis). It identifies a high frequency bus feeder network that connects to the local and regional mass transit systems. These feeder routes typically run east- west from major centres to the coastal corridor.

Recommendation 13 of the Options Analysis recommends *'TMR (TransLink Division) be engaged during the Detailed Business Case stage to ensure the broader Sunshine Coast Region gains maximum benefits from improved public transport services and to progress the supporting bus network through Ongoing improvement in feeder bus networks including bus route frequency and improved service patterns'*. This specifically relates to east-west feeder routes.

11. Consider the use of Mobility as a Service (MaaS) technology to plan their entire PT journey

Chapter 7 of the Options Analysis notes that TMR has recently commenced investigations into the potential for MaaS to influence future travel in Queensland. This is an initiative that needs to be considered as part of the plan for increasing public transport use on the Sunshine Coast. MaaS has the potential to increase access to transport options by providing an integrated planning, booking and payment solution for multi-modal travel. With regards to its impact on infrastructure planning, strong public transport (a public transport 'spine') is one of the key features to enabling MaaS along with sufficient first and last mile mode choices to connect customers to this spine.

Safety will likely increase patronage

12. Consider safe vehicles

Safety is a primary objective in vehicle design and will be considered during the procurement phase for the mass transit system.

13. Prioritise safety in station design including lighting, visibility and safe crossings	Chapter 12 of the Options Analysis indicates the measures to improve the quality of each of the mass transit options. Safety and security is one of the identified categories to be considered and identifies measures such as cameras, staffing, lighting, help points and the need for high safety standards.
14. Incorporate safe design into last mile links to stations	Chapter 12 of the Options Analysis identifies the active transport provisions to be considered for each of the mass transit options.
15. Provide 24/7 monitoring on vehicles and at stations	Chapter 12 of the Options Analysis indicates the measures to improve the quality of each of the mass transit options. Safety and security is one of the identified categories to be considered and identifies measures such as cameras, staffing, lighting, help points and the need for high safety standards.

Progress preferred mass transit options to Business Case phase

<p>16. All 5 shortlisted options received varied feedback (both positive and negative) and should be progressed into the business case phase as underpinned by survey results which showed 45% of respondents were very satisfied or somewhat satisfied with all five options proceeding to the detailed business case. 46% of respondents were somewhat dissatisfied or very dissatisfied.</p> <p>However, more than a third of survey respondents who said they did not support the proposed options went on to express a positive sentiment to at least one of the mass transit options.</p> <p>Further, most people under 50 support the five options, and the majority people over 50 do not support the five options.</p>	<p>Recommendation 9 of the Options Analysis recommends five local mass transit technology options be progressed to the Detailed Business Case stage. Four of these options would operate in a dedicated right-of-way, are best able to meet the Project objectives, and provide most long-term benefit to the local, state, and Australian communities. The fifth option, although constrained by running in a bus lane from which general traffic cannot be excluded, is less expensive and should therefore be progressed. The five options include:</p> <ul style="list-style-type: none"> • A Trackless Tram wireless with on-board stored energy • Light Rail Transit with an overhead power supply • Wireless Light Rail Transit with an on-board stored energy • Bus Rapid Transit wireless with on-board stored energy • Quality Bus Corridor utilizing low emission buses (preferably targeting zero emissions by the time of implementation)
<p>17. Fixed rail options with overhead wires received the least positive comments due to perceived amenity impacts, however those who liked this option supported it strongly.</p>	<p>It is understood that the overhead wires were a particular concern in high amenity areas such as Alexandra Headland. With the improvement of battery technology, a number of light rail systems are relying on use of batteries for on-board stored energy rather than having overhead power lines. Wireless light rail can be considered in high amenity areas such as Alexandra Headland.</p> <p>In the more deliberative engagement activities, light rail with wires was discussed more positively. This is potentially due to the participants understanding that there was potential to have a hybrid system with wireless infrastructure in high amenity areas and overhead wires in other locations.</p> <p>It is possible to have a hybrid system in which the vehicles run on-wire for part of the route, and off-wire for other parts (where visual amenity is not as important).</p> <p>Of the 5 shortlisted options recommended to progress to the Detailed Business Case, four of these options don't include overhead wires.</p> <p>Recommendation 2 identifies that broader master planning for high amenity areas such as Alexandra Headland has been recommended as part of the Detailed Business Case process. This Master planning will consider such issues as overhead wires and its potential impacts to the amenity of an area.</p> <p>LRT with overhead wires remains a recommended option to progress to the Detailed Business Case because it is the most energy efficient option – transit vehicles utilising steel wheels on steel rails experience less rolling resistance than rubber-tired vehicles and therefore apply energy more efficiently. LRT is also a reliable and well proven technology, particularly over longer routes. It is also acknowledged that a hybrid solution (partially wire free) may also be a suitable variant in certain sensitive locations.</p>

Further considerations for a mass transit system

<p>18. Consider themed green vehicles and free buses for school children.</p>	<p>The Queensland Government operates the public transport network.</p> <p>The Options Analysis assumes that the proposed mass transit system would operate on the Translink fare system (refer to Sections 12.1.7, 12.2.3.8, 12.4.3.7 et al).</p> <p>Whilst the theming of vehicles is not a matter to be resolved in the Options Analysis, the following is provided for discussion only:</p> <p>To maximise efficiency of bus fleet deployment, scheduling software calculates the optimum allocation of each bus in the fleet across the day. This often results in a bus completing one route, then subsequently being assigned to a series of different routes. This is why bus operators prefer not to have “buses painted with a range of colour coded artwork”. It can be done on occasions (e.g. Brisbane’s Blue Glider), but it needs to be only on bus routes that have a consistent two-way demand that warrants a consistent two-way frequency, and a headway that does not result in wasted layover time at the end of every trip, awaiting the recommencement of service in the return direction. For example, if a route has a peak direction of travel of say 15 minutes in one direction, but a 30-minute frequency in the counter-peak direction, it would be inefficient for every second bus to do a one-way trip and then be out of service. Under existing practices, this second bus is allocated to another route which would not align with the colour coding and would very quickly confuse passengers. Furthermore, buses require regular servicing and maintenance which often results in depots allocating different buses to routes on any given day. To operate a colour coded fleet properly would require spare buses in each livery which is inefficient, expensive and not sustainable.</p>
<p>19. Ensure other associated planning/projects, in particular the planning scheme review, pedestrian, and cycle network planning and placemaking activities are informed by the feedback obtained through the engagement period</p>	<p>Recommendation 3 of the Options Analysis indicates that feedback received which is outside the scope of the Options Analysis is to be incorporated in the relevant processes for addressing those matters. This will include matters relevant to the preparation of the new Sunshine Coast Planning Scheme such as zoning, building height and density.</p>
<p>20. Integrated transport and land use master planning is undertaken for areas of concern (such as Alexandra Headland) and where any significant change is proposed to occur, in consultation with the community.</p>	<p>Refer to Section 20.4, and Recommendation 2 of the Options Analysis which identifies that broader master planning for high amenity areas such as Alexandra Headland has been recommended as part of the Detailed Business Case process. This Master planning will consider such issues as overhead wires, ensuring pedestrian access and other potential impacts to the amenity of an area.</p>
<p>21. Consider the impacts of mass transit on road capacity.</p>	<p>Ultimately a quality mass transit system will substantially increase the people carrying capacity of the transport network. The mass transit system will contribute to the reduction in projected traffic congestion by increasing numbers of people getting out of their cars and into public transport.</p> <p>Chapter 13 of the Options Analysis indicates that, with a local category B mass transit system in place, total vehicle kilometres travelled is lower in all forecast years.</p>
<p>22. Consider smaller buses to service the suburbs and coastal areas.</p>	<p>Smaller buses servicing the suburbs and coastal areas could be considered similar to the ‘bus service enhancements option’ that was assessed in the Options Analysis.</p> <p>The evaluation of this option found that bus service enhancements scored poorly in comparison to other options (see Table 44).</p> <p>Given the 70 per cent increase in population that is projected for the region, it was considered that bus service enhancements would not in their own right realise the benefits sought or address the scale of the problem. Bus service enhancements could however complement infrastructure solutions.</p>
<p>23. Consider flexibility and the capacity to accommodate future technologies when considering technology choice</p>	<p>Recommendation 10 of the Options Analysis recommends the Detailed Business Case stage give further technical consideration to a range of emerging candidate technologies to confirm the most viable and sustainable option to deliver local mass transit in the Sunshine Coast Urban Corridor.</p>

24. Reconsider staging the roll-out of a mass transit system (e.g. provide the Brisbane connection first)	<p>Section 8.3.3.4 of the Options Analysis identifies that 77 per cent of Sunshine Coast resident workers travel to a destination in the Sunshine Coast region, whereas only 5 per cent work in the metropolitan Brisbane region.</p> <p>As a consequence, the first stage of the public transport solution is proposed to be a local mass transit system in the northern part of the Sunshine Coast Urban Corridor, extending 13.6 kilometres from Maroochydore to the SCUH at Birtinya town centre. It is considered a high priority because this area contains the greatest concentration of population, jobs, facilities and services and is already experiencing growing traffic congestion.</p> <p>Future stages are intended to be progressed as per the staging plan shown in Figure 7 of the Options Analysis.</p> <p>Refer also to Section 20.3 which discusses possible interim staging (i.e. branded stops and buses running at turn-up-and-go frequencies similar to the Brisbane City Glider concept) to build patronage in the years prior to installation of the mass transit system.</p>
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Retain coastal identity in future urban form

<p>25. Focus any proposed increase in density away from the beachfront, but close to mass transit stations and existing centres</p> <p>Medium density housing/buildings in these locations are preferably only up to 8 storeys and are designed to retain the Sunshine Coast character</p> <p>Land use change in the corridor is opposed by some sections of the community, while others support land use changes. Meaningful engagement is needed when considering land use changes</p>	<p>The engagement process sought feedback on a variety of land use scenarios. Neither high rise, nor high rise on the beach front, was proposed by Council in any of these scenarios.</p> <p>Recommendation 3 of the Options Analysis indicates that feedback received which is outside the scope of the Options Analysis is to be incorporated in the relevant processes for addressing those matters. This will include matters relevant to the preparation of the new <i>Sunshine Coast Planning Scheme</i> such as zoning, building height and density.</p> <p>On 28 January 2021 Council resolved to prepare a new planning scheme for the Sunshine Coast. Council will be seeking to involve the community (as required by the <i>Planning Act</i>) in the preparation the new planning scheme process.</p> <p>Should the Detailed Business Case proceed for Mass Transit, it will closely engage with the new Planning Scheme Process to work toward achieving integrated land use and transport outcomes for the Sunshine Coast.</p>
26. The community wants the Sunshine Coast to retain its unique identity	<p>Council is committed to putting in place a framework that strengthens the Sunshine Coast 'look and feel' and creating great places for residents and visitors. The Sunshine Coast Design Strategy is a region-making project under Sunshine Coast Council's corporate goal for 'a healthy, smart, creative' region.</p> <p>This design framework is expected to influence the new planning scheme development and the Mass Transit Project.</p> <p>Council's <i>Corporate Plan 2021-2025</i> also indicates as a strategic priority 'Adopt a place based approach so that our public realm is supported by activated, vibrant and accessible places'.</p>

Design the mass transit experience to suit Sunshine Coast users

27. Design carriages to transport bikes, surfboards and beach equipment	Section 21.1.7 of the Options Analysis identifies the supporting work required to ensure a quality integrated public transport system is developed and used. The Options Analysis includes notes relating to safe and convenient transportation of bikes (and similar), surfboards and beach equipment.
28. Include end-of-trip storage facilities for beach users, families, bicycle users, and e-scooter users	Table 54, Table 56, Table 59, Table 65 in Chapter 12 of the Option Analysis. refer to QBC, LRT, BRT and TT reference projects respectively. They specify the components of the relevant system. They specify that spatial provision should be made for bicycle parking facilities. Ultimately this is an operational issue that will be considered by the State Government.
29. Provide shade along access pathways using native Sunshine Coast trees.	<p>Recommendations 12 and 14 of the Options Analysis recommend the planning and delivery of well shaded active transport feeder network to enable people to easily access the public transport system.</p> <p>In addition, Recommendation 3 of the Options Analysis indicates that feedback received which is outside the scope of the Project, notably certain aspects relating to urban planning and placemaking, are to be incorporated in the relevant processes for addressing those matters.</p>

30. Consider how to provide a public transport experience for residents without cars (by choice or because they cannot afford a car)	<p>Chapter 6 – Service Need of the Options Analysis identifies that to address Problem 2 – High dependency on private car transport (Section 6.4), the response is to <i>develop an efficient mass transit system connecting population and employment centres that is accessible and offers a viable alternative to using cars.</i></p> <p>Section 11.3.3.2 of the Options Analysis discusses who will use the public transport system. This section refers to ‘pre-elective’ riders, who are those people who use public transport as a preference, or because they have no other option.</p> <p>Catering to pre-elective riders is a mainstream task of public transport, and often referred to in terms of its social justice objectives, serving those who choose to use public transport, or who may be permanently or temporarily unable to access car transport (e.g. because they are too old, too young to drive, cannot afford a car, may be permanently or temporarily unable to drive etc.). Since they have no real choice, serving these “pre-elective” riders entails providing a basic level of service, with accessibility (mostly how far away the service stops from them) being the most important parameter, since the rider will most likely have to walk or use another form of personal mobility to access the service.</p> <p>It is likely that any mass transit system would attract the pre-elective rider market to the corridor because of its high levels of public transport service.</p>
31. Consider using the CAMCOS and Sunshine Motorway corridors for large ‘enviro’ bus services and bypass the coastal corridor	<p>Section 8.1 indicates that - ‘For the purposes of assessing strategic priorities in this Options Analysis and following previous and current direction from TMR, the CAMCOS corridor is considered for regional rail purposes only and is not suitable for a local access function.’</p> <p>Also Section 7 (Mass Transit Master Plan) provides an explanation of the reasoning behind the preferred coastal route for mass transit. In summary the proposed mass transit route connects the majority of the activity areas in the Sunshine Coast Urban Corridor. Running buses in the CAMCOS corridor or Sunshine Motorway will not adequately connect these activity areas.</p>

Place making features for a mass transit system

32. The engagement revealed genuine concern about maintaining greenspaces, beachside amenity, improving active transport networks and the Sunshine Coast lifestyle into the future.	<p>Council is committed to putting in place a framework that strengthens the Sunshine Coast ‘look and feel’ and creating great places for residents and visitors. The Sunshine Coast Design Strategy is a region-making project under Sunshine Coast Council’s corporate goal for ‘a healthy, smart, creative’ region. This design framework is expected to influence the new planning scheme development and the Mass transit project.</p> <p>Council’s <i>Corporate Plan 2021-2025</i> also indicates as a strategic priority ‘<i>Adopt a place-based approach so that our public realm is supported by activated, vibrant and accessible places.</i>’</p> <p>This item has also been specifically addressed in Recommendation 2 of the Options Analysis. The recommendation indicates some matters would benefit from further consideration during the preparation of Detailed Business Case. These matters include:</p> <p>‘Conducting a further investigation / co-design of the options (vehicles, electrification, urban design, landscaping, street furniture, active transport provisions, convenient pedestrian crossings and overall safety) for the local mass transit route between Maroochydore and Mooloolaba. This investigation should review potential alternative routes in the area bounded by Alexandra Parade and the Sunshine Motorway and be undertaken in the context of a broader master planning process for the Alexandra Headland area.’</p> <p>Also recommendation 14 of the Options Analysis indicates that Sunshine Coast Council will undertake the following support actions to the business case (relevant items highlighted below)</p> <ul style="list-style-type: none"> • Planning and delivery of a well-shaded active transport feeder network to enable people to easily and comfortably access the local mass transit system. • Continuing consideration of the potential urban outcomes, including placemaking projects, for the Sunshine Coast Urban Corridor to enable those outcomes to be taken into account in the Detailed Business Case.
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<p>33. Wide, shaded, well-lit cycle and pedestrian paths connecting areas within a 1 -2 km radius from stations.</p>	<p>Note particularly Recommendation 14 of the Options Analysis that indicates the Sunshine Coast Council should undertake 'Planning and delivery of a well shaded active transport feeder network to enable people to easily access the integrated public transport system'</p>
<p>Protect beach amenity. Protect green spaces. Recognise Aboriginal culture. Less concrete.</p>	<p>The Mass Transit team has also engaged with the Kabi Kabi representatives and, if the business case progresses, will continue to do so to ensure that indigenous cultural heritage is protected and celebrated as part of the project.</p>
<p>Mass transit route should be iconic and designed to reflect the Sunshine Coast's places and spaces.</p>	<p>Council is also committed to putting in place a framework that strengthens the Sunshine Coast 'look and feel' and creating great places for residents and visitors. The Sunshine Coast Design Strategy is a region-making project under Sunshine Coast Council's corporate goal for 'a healthy, smart, creative' region. This design framework is expected to influence the new planning scheme development and the Mass Transit Project.</p>
	<p>Council's <i>Corporate Plan 2021-2025</i> also indicates as a strategic priority 'Adopt a place-based approach so that our public realm is supported by activated, vibrant and accessible places'.</p>
	<p>Section 20.4 of the Options Analysis also indicates that grass tracks are able to be implemented for some technology options in areas of high aesthetic value. This can enhance the look and feel of the transport corridor. This section also indicates that a strong focus on place making aspects of the project will need to be applied during the Detailed Business Case and that Alexandra Headland in particular would benefit from master planning to ensure a fully integrated design outcome.</p>

Other comments from submissions

<p>34. Respondents wanted to reinforce the coast's natural amenity through well designed green public spaces and shaded pathways that provided easy access to the beach.</p>	<p>The Mass Transit Project serves to protect the Sunshine Coast's natural amenity by limiting the need for future road widening and additional car parking in the coastal corridor. The mass transit project proposes to operate within existing road corridors and will limit the amount of impact on the natural environment.</p>
	<p>Should the project not progress it is likely that coastal roads will need to be widened to cater to ongoing traffic growth. Increasing road sizes and car parking numbers often results in impacts to green spaces. Also refer to comments in item 32 of this table.</p>

<p>35. Concerned about the cost to ratepayers</p>	<p>The business model for the delivery of mass transit would see the Queensland Government responsible for the majority of the capital and all of the operating costs.</p>
	<p>The Australian Government may provide significant capital funding, while only a small proportion of capital could be provided by council. Council has an established a Transport Futures Fund which could assist with such an investment.</p>

<p>36. General concern about continued population growth</p>	<p>This is noted but is a matter outside the scope of the Options Analysis.</p>
	<p>Population growth is inevitable as more people choose to move to the Sunshine Coast. Populations grow naturally. On the Sunshine Coast, the annual population growth rate has been approximately 2.8% for many years. There is no reason to believe that this will reduce in the future. When respondents advocate controlling population growth, they are usually referring to limiting housing supply. If housing supply was limited, we risk demand outstripping supply which would result in reduced affordability. Under these conditions, business activity could slow. The result could be that our children may be unable to live and work on the Sunshine Coast.</p>
	<p>We can't stop growth, we need to manage and direct it in a way that maintains our community's quality of life, and protects and preserves our beaches, hinterland and natural landscapes.</p>
	<p>Naturally with growth, comes the need for governments to invest in more infrastructure to support the community, we must ensure these investments are sustainable, smart and healthy for our community and environment.</p>
	<p>In is noted that Council planning has a strong focus on protecting the environment and our quality of life. We need to maintain this focus and be thoughtful about where growth takes place and how we design our buildings, public spaces, roads, corridors, as well as bike and footpaths. Our local designers, architects, builders and Council can help us do this in a way that protects our current lifestyle.</p>

37. Concerns for assets/development near coastline (erosion hazards, artificial lighting impacts, amenity)	<p>Chapter 14 of the Options Analysis discusses this matter.</p> <p>In May 2021, Council adopted the <i>Coastal Hazard Adaptation Strategy 2021</i>. This long term strategy is a risk and change management initiative to better prepare Council and the community to proactively respond to coastal hazards. This includes mitigation of, and adaptation to the social, cultural, economic and environmental risks associated with current and future coastal hazards.</p> <p>The proposed mass transit corridor is proposed to traverse the coastal corridor from Maroochydore to the Sunshine Coast University Hospital, parts of which are likely to be increasingly prone to open coast erosion in the future.</p> <p>Assets that may be at risk include the public foreshore infrastructure, the main road, some private assets and the natural sandy beach and dune system. Due to the significance of each of these assets, the adaptation response identified for the majority of the Sunshine Coast Urban Corridor is one of mitigation, tailored to each locality, incorporating site-specific activities, community input and statutory planning consideration.</p> <p>For the coastal localities in the Sunshine Coast Urban Corridor, the adaptation approach in the <i>Coastal Hazard Adaptation Strategy</i> typically aims to protect existing assets (beaches, parks, roads and streets etc.) due to their significance in terms of their economic contribution, amenity value and property access.</p> <p>The addition of mass transit to this existing transport corridor would not change the current response of protecting these assets.</p> <p>The more site-specific activities identified in the <i>Coastal Hazard Adaptation Strategy</i> will need to be considered further during the Detailed Business Case phase.</p> <p>In addition, most transport assets are designed to withstand periods of temporary inundation, and the risk is mainly linked to the loss of use or effect on services and broader access disruption. The majority of this infrastructure can also be designed or upgraded to mitigate this risk through existing betterment processes.</p> <p>Additional discussion of artificial lighting impacts has also been included in the Environmental Assessment chapter of the Options Analysis.</p>
38. Concerns about continued growth without adequate supporting infrastructure	<p>The Sunshine Coast Council accepts that ongoing population growth needs supporting infrastructure.</p> <p>If better public transport is not provided in the near future the Sunshine Coast will experience growing traffic congestion with resultant impacts on the liveability of the area. The Mass Transit Project proposes to provide an attractive public transport alternative to the private vehicle.</p> <p>The low public transport mode share is a reflection of both the overall low density of population, which together with the current limited public transport services being available, results in a heavy dependence on car transport. This is a 'Catch-22' situation that can only be short circuited by a significant initiative such as the mass transit proposal outlined in the Options Analysis.</p> <p>Infrastructure to support future population growth is also a matter to be considered as part of the preparation of the new planning scheme.</p>
39. Opposed high density/high rise along the coast	<p>The engagement process sought feedback on a variety of land use scenarios. Neither high rise, nor high rise on the beach front, was proposed by Council in any of these scenarios.</p> <p>Recommendation 3 of the Options Analysis indicates that feedback received which is outside the scope of the Options Analysis is to be incorporated in the relevant processes for addressing those matters. This will include matters relevant to the preparation of the new <i>Sunshine Coast Planning Scheme</i> such as zoning, building height and density.</p> <p>On 28 January 2021 Council resolved to prepare a new planning scheme for the Sunshine Coast. Council is required to involve the community in the preparation of the new planning scheme.</p> <p>Should the Detailed Business Case proceed for Mass Transit, it will closely engage with the new Planning Scheme Process to work toward achieving integrated land use and transport outcomes for the Sunshine Coast.</p>

40. Concerns with the fixed route mass transit options – preferred flexibility	<p>Permanence is a key attribute of a high-quality public transport system to address Problem 2 – High dependency on private cars (refer to Chapter 6 of the Options Analysis). The benefits of the dedicated right-of-way of the four recommended options is discussed in detail in several sections of the Options Analysis, however Table 44 in Section 11.3.3.2 is particularly relevant. This section states:</p> <p><i>Reliability is perhaps an over-riding attribute in an area that is facing forecast congestion as in the case of the Sunshine Coast Urban Corridor. For public transport to be more attractive than driving, it has to be “protected” from regular delays due to congestion. This does not necessarily mean it must actually be faster than driving. It just needs to be more reliable, since driving can be subject to large variations in travel time depending on congestion conditions that day (Walker, 2012).</i></p> <p>In addition, travel time reliability is only achievable through providing a dedicated right-of-way, otherwise the public transport vehicle will be delayed in traffic congestion and provide no competitive advantage to the continuing use of the private motor vehicle. System legibility also improves with a more dedicated and identifiable system compared to regional bus services that require a level of local knowledge to understand where the bus route is going. Ride quality and vehicle carrying capacity is directly proportional to the degree of permanency of the infrastructure associated with the technology option (e.g. a heavy rail solution is Category A and the highest order of capacity and ride quality).</p>
41. The Social Impact Evaluation should be updated to reflect the community’s concerns and ensure they are further considered during the Detailed Business Case phase of the project	<p>A major update of the Social and Environmental Impact Evaluation has been undertaken for the updated Options Analysis Report (refer to Chapter 14). The feedback received during the engagement is reflected in this chapter.</p>
42. Consider the impacts of land resumptions of each option	<p>Detailed consideration of property impacts is outside the scope of an Options Analysis. This matter will be addressed during the Detailed Business Case development.</p>
43. Weightings of the multi criteria assessment need to be reviewed in the context of the land use criteria being highly weighted and sustainability and liveability being comparatively low	<p>Section 11.3.4.3 of the Options Analysis discusses sensitivity testing of the multi criteria assessment results. A range of land use weighting scenarios were tested.</p> <p>The scoring in an MCA is for relative comparison purposes only to help differentiate between each option. An option scoring 10 doesn’t necessarily mean it is perfect for that criterion, it just scores higher relative to other options.</p> <p>The analysis went on to apply a number of different weighting scenarios. This showed that the shortlisting of options is not sensitive to the weightings, particularly the land use criteria.</p> <p>The analysis concludes that ‘wLRT, LRT, TT and BRT remained the highest performing options under all sensitivity tests undertaken’.</p>
44. Concerns that the Mass Transit System will be determined before the statutory processes of Planning Scheme 2024.	<p>The Detailed Business Case for stage one of the Mass Transit is scheduled to run concurrently with the preparation of the new Sunshine Coast Planning Scheme.</p> <p>This will have benefits in providing a coordinated basis for addressing the transport and land use challenges facing the Sunshine Coast. It also aligns with Shaping South East Queensland policy directives including:</p> <p><i>‘identifying a long-term sustainable pattern of development which focuses more growth in existing urban areas and ensuring land use and infrastructure planning are integrated.’</i></p> <p>Responding to population growth with urban expansion, where areas of greenfield development are opened up with limited public transport services and heavy reliance on the private vehicle, is not consistent with State and local government policy. To address this trend, transport and land use need to be considered concurrently.</p> <p>It is worth noting also that the QGSO projections include considerable population growth in the coastal area between Maroochydore to Caloundra with or without a mass transit investment. A mass transit investment would result in this area being more connected, convenient and liveable for the same growth scenario.</p>

45. Positive feedback on the need for mass transit solutions to trigger uplift in public transport usage.	Noted. Section 20.3 of the Options Analysis identifies that, to ensure a greater shift to public transport as evidenced through the transport analysis in this report, greater investment through the Category B dedicated right of way public transport options (BRT, LRT, wLRT, TT) is required. These options represent the greatest level of competitive travel time to the private vehicle, offering reliability, ease of access, comfort, safety and a number of other factors important to public transport users.
46. The demand for the proposed route was questioned, as was its ability to improve connectivity, based on current perceived low levels of bus patronage	<p>The existing 600 bus service, which generally runs on the same route as the proposed mass transit system, currently experiences the highest ridership (20% of all PT trips which equates to over 1,000 journeys per day) on the Sunshine Coast bus network. However, the current low population and employment density and activity in the walk-up catchment around many existing bus stops is not conducive to high ridership numbers. Higher ridership numbers are evidenced where population, employment and activity densities are higher on the route such as the areas between Maroochydore and Mooloolaba.</p> <p>Section 20.3 of the Options Analysis identifies that to ensure a greater shift to public transport as evidenced through the transport analysis in this report, greater investment through the Category B public transport options (BRT, LRT, wLRT, TT) is required. These options represent the greatest level of competitive travel time to the private vehicle, offering reliability, ease of access, comfort, safety and a number of other factors important to public transport users.</p> <p>Current bus services don't provide these important elements which are catalysts to increase public transport use.</p>
47. The Detailed Business Case should consider the 2032 Brisbane Olympic event and impact of COVID-19	<p>Section 7 of the Options Analysis acknowledges that 'the SEQ 2032 Olympics and Paralympics is now an important consideration for the future of public transport on the Sunshine Coast. Public transport needs to provide the essential role of providing access to events, venues and the satellite athletes' accommodation on the Sunshine Coast. The International Olympic Committee (IOC) Future Host Commission report identifies key events (such as the bicycle road race, mountain biking, sailing, football and basketball amongst others) with many venues being accessible via the mass transit corridor, including Sunshine Coast Stadium.'</p> <p>Recommendation 7 identifies that Stage 1 of the local mass transit would provide improved access to the events, venues and athletes accommodation.</p> <p>The Options Analysis addresses the potential impacts of COVID-19 throughout the document and notes that information released recently by the QGSO indicates that even with the effect of the COVID-19 pandemic on international migration, interstate migration is resulting in strong population growth in Queensland, particularly in locations such as the Sunshine Coast.</p>