# Appendix 2 Detailed results

Survey

This detailed analysis sometimes quotes qualitative feedback provided by survey respondents. These statements are italicised with quotation marks. Please note that these example statements should be read as opinions rather than facts.

Q1 Please provide your email address.

This was a compulsory question included in line with Crime and Corruption Commissions Queensland recommendations for government engagement activities.

Q2 Which suburb do you generally live in?

The survey attracted responses from 193 suburbs. Most survey respondents (97%) lived on the Sunshine Coast. More than half (56%) of respondents lived in the mass transit corridor.

Q2 Which suburb do you live in? (top 23 by responses)
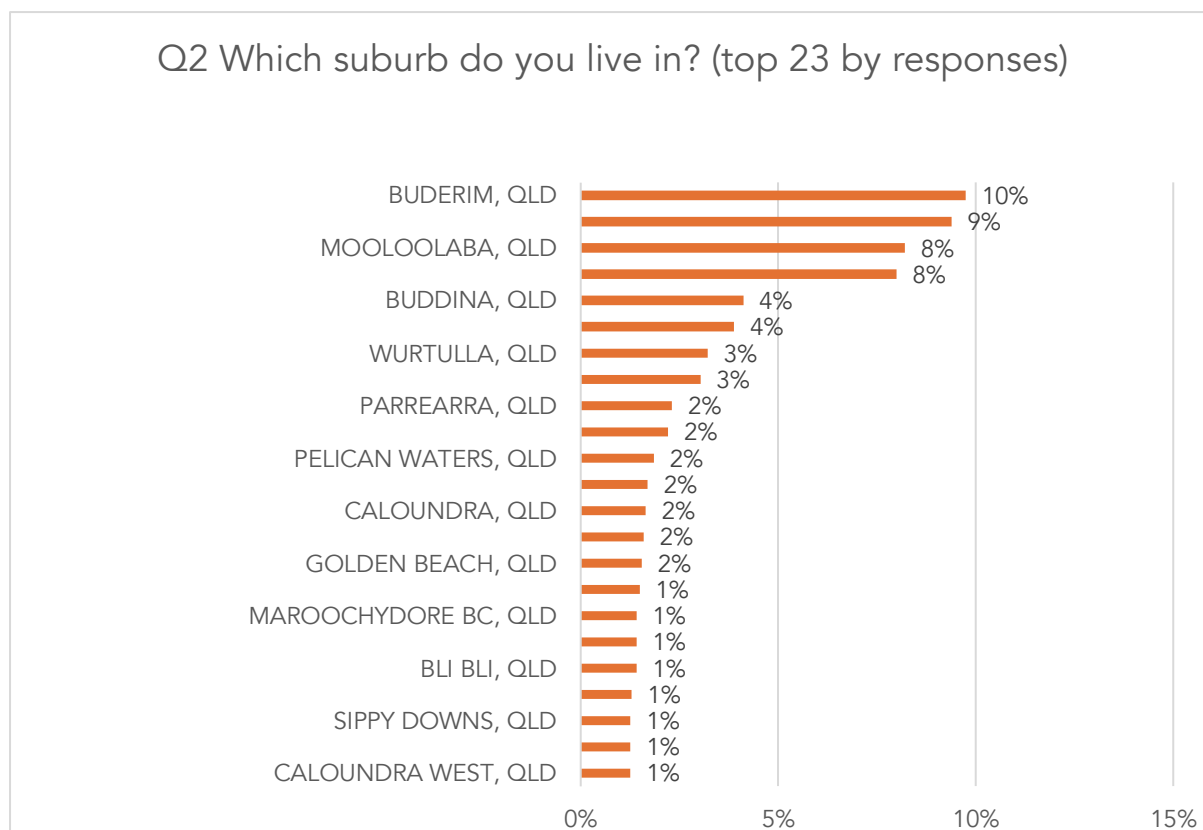
Survey respondents were more likely to live in:

- Buderim (10%)
- Maroochydore (9%)

- Mooloolaba (8%)
- Alexandra Headland (8%)

The high number of responses from these suburbs could stem from the wider public discourse in these areas.

Q3 Thinking about the type of mass transit system you would like to use, what features do you think are important?

Respondents could select more than one provided response.

This quantitative data was analysed to create the following graph.

Q3 Thinking about the type of mass transit system you would like to use, what features do you think are important?
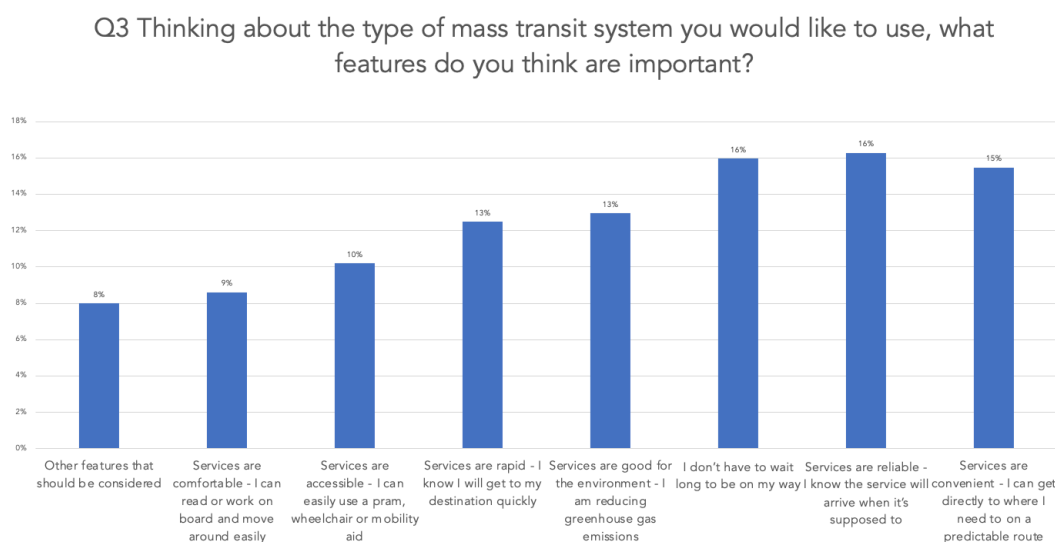
The preferred features of a mass transit system were:

- I don't have to wait long to be on my way (16%).
- Services are reliable. I know the service will arrive when it's supposed (16%).
- Services are convenient. I can get directly to where I need on a predictable route (15%).

Q3 Other comments

The qualitative data gathered in this question was analysed using NVivo software. When describing other features that should be considered for mass transit system, respondents used these key words and themes.

Key words

Coast (462 references in the word count). Themes commonly associated with this word.

- Maintain Sunshine Coast amenity
- Should service entire Sunshine Coast

Example statements from survey

- "Should service all areas of the Sunshine Coast"
- "The Sunshine Coast should retain its natural aesthetic"

Rail (457 references in the word count). Themes commonly associate with this word.

- Do not support light rail option
- Direct links to Brisbane

Example statements from survey

- "Rail direct to Brisbane"
- "We don't need light rail"

Services (423 references in word count). Themes commonly associate with this word.

- Improve current bus service
- Affordability
- Integrate with heavy rail
- Small bus network

Example statements from survey

- "Services need to be affordable"
- "Bus services that cover the whole Sunshine Coast"
- "A service that is free for school children"

Q4 How important do you think it is to have a good mass transit system on the Sunshine Coast?

Respondents were asked to rate this question on a five-point Likert scale. This quantitative data was analysed to create this graph.
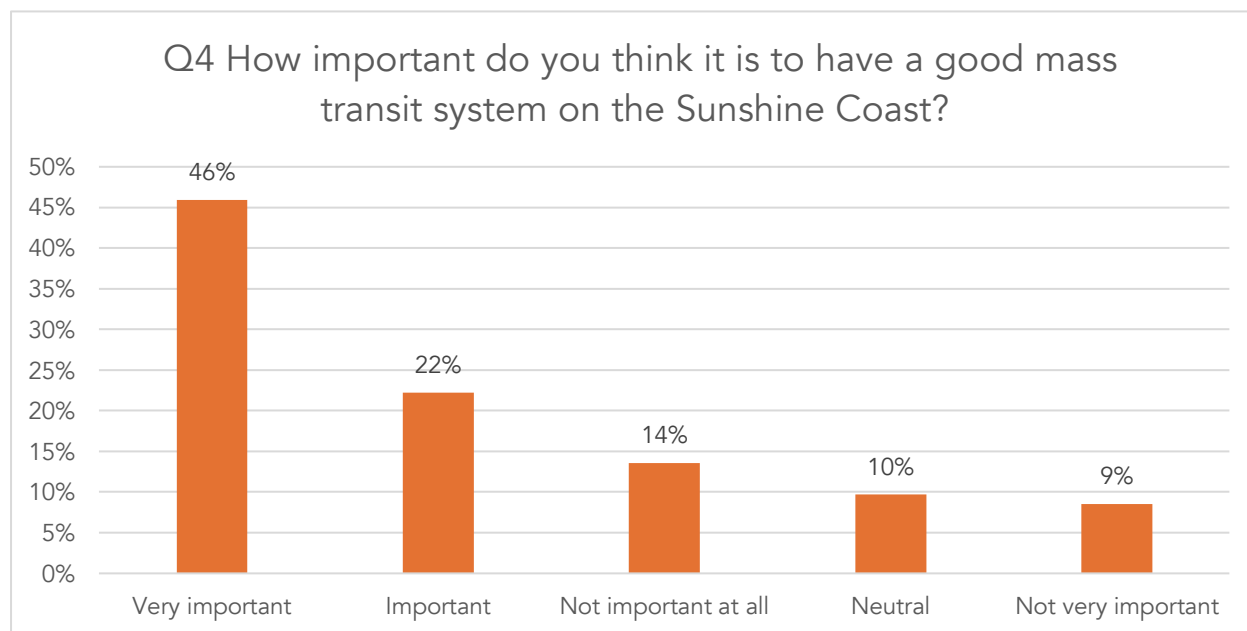
Most respondents (68%) felt it was 'very important' or 'important' to have a good mass transit system irrespective of age or household type.

Q5 How satisfied are you that the Integrated Public Transport Master Plan provides a suitable basis for serving the long-term public transport needs of the Sunshine Coast?
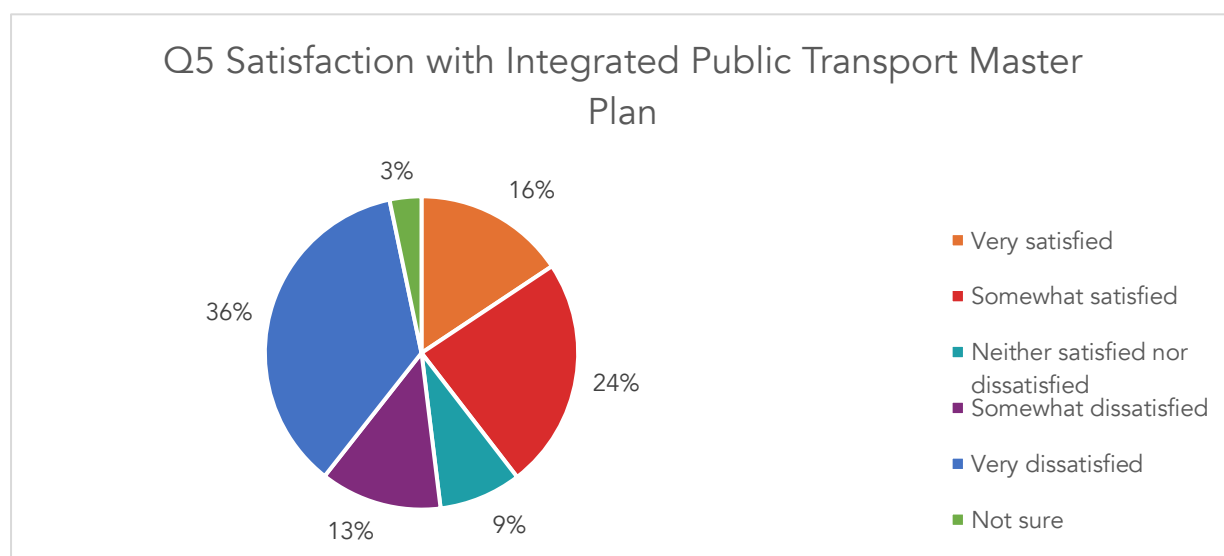
49% of all respondents were 'very dissatisfied' or 'somewhat dissatisfied' with the Integrated Public Transport Master Plan compared to 40% who were 'very satisfied' or 'somewhat satisfied'. 9% were 'neither satisfied nor dissatisfied'. As explained in the section 'Suggested Next Steps' this may reflect low knowledge of the Public Transport Master Plan.

People aged 31-50 were more likely to be 'somewhat satisfied', or 'very satisfied' with Integrated Public Transport Master Plan and people aged over 50 were more likely to be 'somewhat dissatisfied' or 'very dissatisfied'.

Q6 Are there any other public transport services you think should be included in the Integrated Public Transport Master Plan?

The qualitative data gathered in this question was analysed using NVivo software.

Those who answered this question gave ideas and solutions rather than expressed sentiment.

Respondents said Council should consider additional rail services, feeder bus services, upgraded bus services and networks, and green buses as part of its on-going transport planning.

When describing other public transport services, respondents used these key words and themes.

Key words

Rail (1307 references in the word count). Themes commonly associated with this word.

- No light rail
- Additional heavy rail connections
- Fast rail connections

Example statements from survey:

- "Heavy rail from Brisbane"
- "Rail link Caloundra to Landsborough"
- "Faster rail is a greater priority"

Bus (730 references in the word count). Themes commonly associated with this word.

- Feeder bus services
- Electro/hydro buses
- Eco-friendly buses
- High frequency bus services

Example statements from survey:

- "Transition between CAMCOS to a bus or from a larger bus"
- "A better feeder bus that connects towns"
- "Electric/hydro bus network"

Service (670 references in the word count). Themes commonly associated with this word.

- Improved/ flexible rail service to Brisbane
- Express services to Brisbane
- Upgrade bus services

Example statements from survey:

- "Improvement of rail service to Brisbane must be addressed"
- "With extra funding bus services can be very successful"
- "An on-demand service"

**Q7 Do you think the proposed first stage of the mass transit route connects to the right locations?**

The survey provided a map showing the first stage. Respondents were then asked to select one option. The quantitative data was analysed to produce this graph.
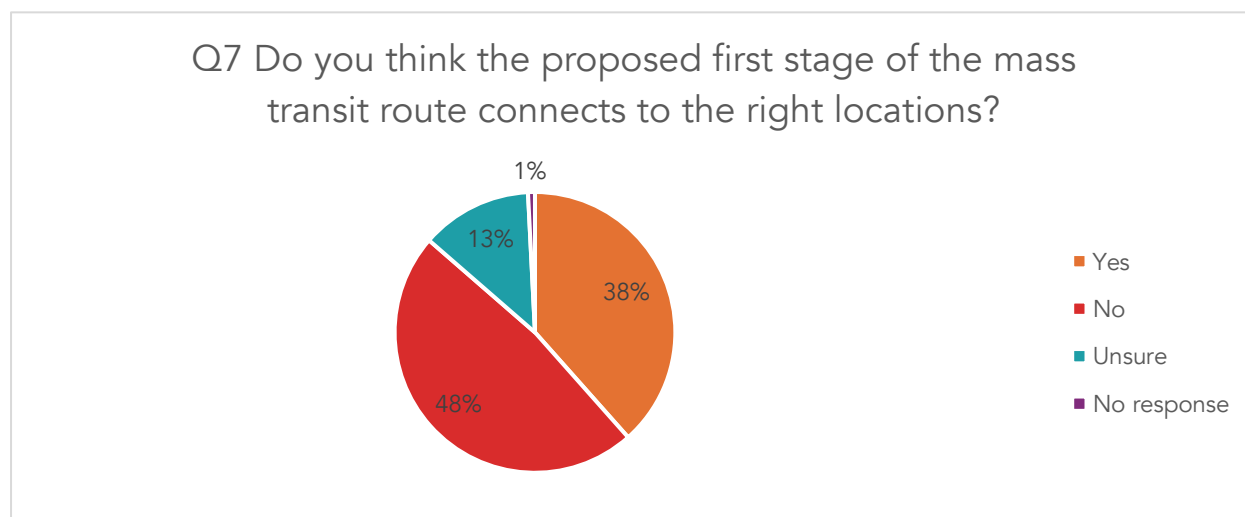
While there was no majority in support for or against the route, almost half did not believe the route was connected to the right locations, compared with 38% of people who believed the route was connected to the right locations.

Responses to qualitative questions suggest that some people who dissatisfied with the route wanted it to connect to more places, as well as others who preferred an alternate route.

These results were cross tabulated with the age of respondents to produce this graph.
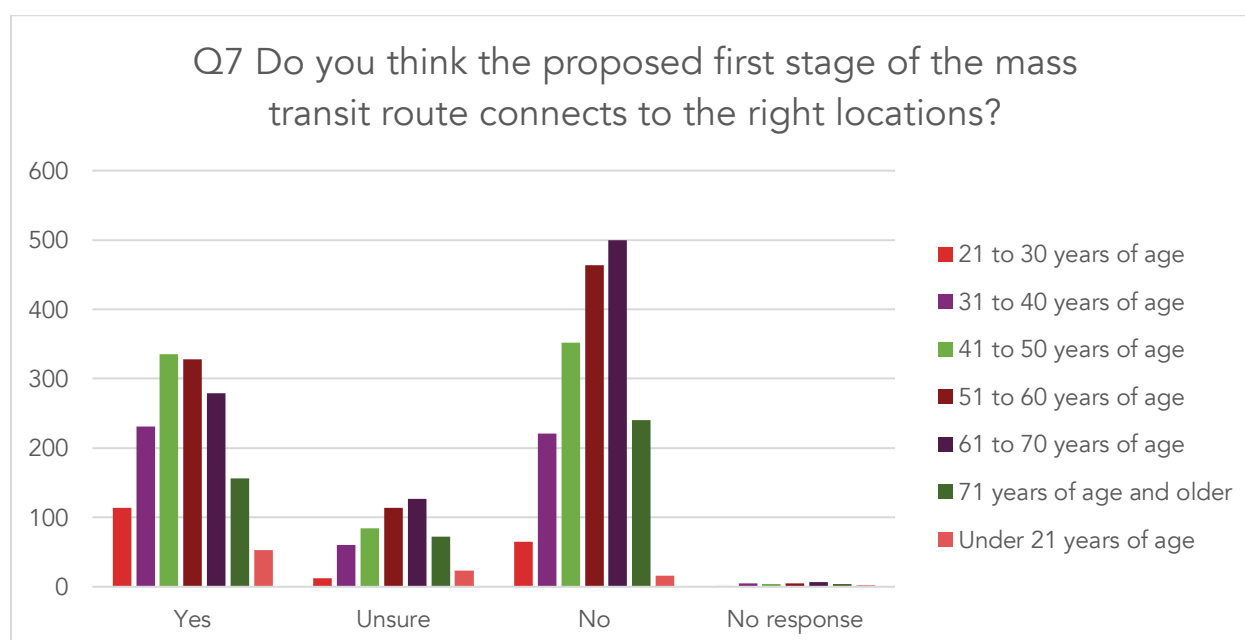
Respondents aged over 41 were more likely to say 'no' when asked if the first stage of mass transit route connected the right locations. Respondents under 41 years were more likely to say yes.

Data from this question was further compared to where respondents lived to ascertain if there was any attitude difference between residents who lived in the first stage of the mass transit corridor and residents who lived in the second stage of the mass transit corridor.

Q7 Correlation between Stage 1 & 2 suburbs and agreement with route (r=0.8)
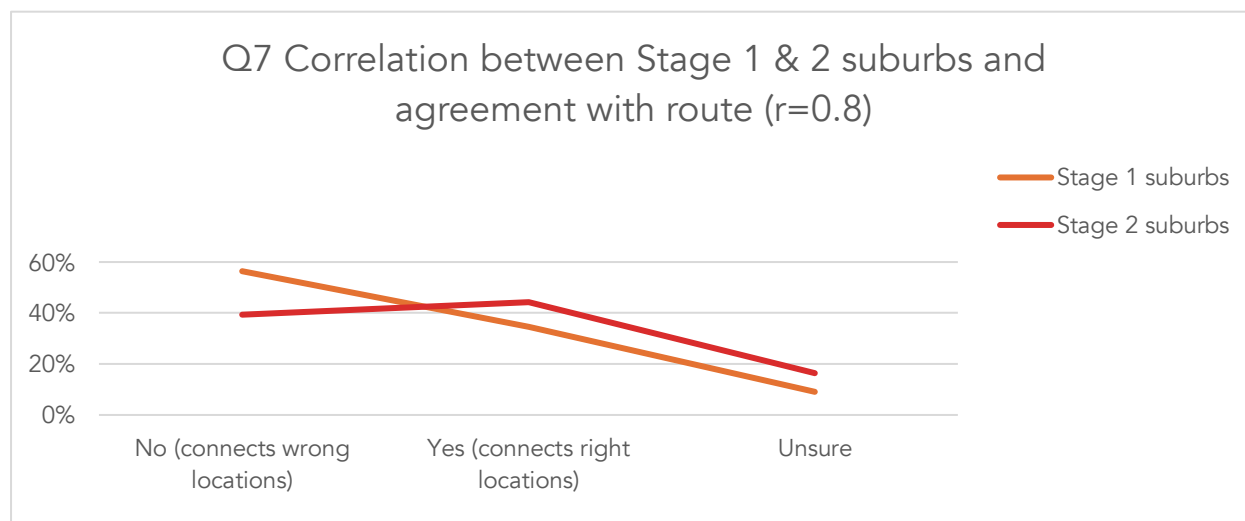
Although both suburb groups rate the proposed route similarly (correlation is less than 0.85 but greater than 0.6), stage 2 suburbs are more likely to say that the route connects to the right locations.

Q8 Do you have any comments about the proposed mass transit route?

This question was analysed for sentiment.
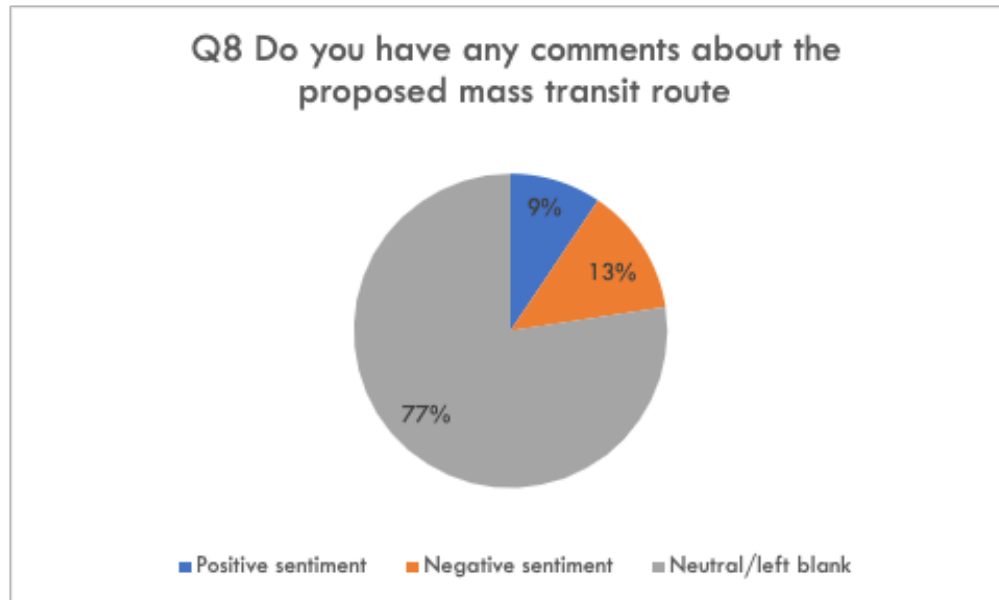
This data was further analysed with NVivo software.

Those who responded to this question expressed a range of views including:

- The route may impact foreshore amenity
- There was insufficient demand to support additional services along the proposed route
- Did not support mass transit
- Supported mass transit
- Wanted additional links (e.g. to Caloundra and to the airport)

There were diverse and contrasting views expressed by respondents.

Key words

Route (1301 references in the word count). Themes commonly associated with this word.

- Not enough people use the proposed route
- Requires supporting services (feeder services, carpark)
- Should include additional destinations (Caloundra, University, CAMCOS corridor)
- Additional bus services
- Move corridor (from beach front)

Example statements from survey

- "Merely replaces current bus routes"
- "The route should go close to Mooloolaba"
- "Route should not go along the beach front"

Coast (1027 references in the word count). Themes commonly associated with this word.

- Impacts beach front
- Gold Coast (maintain distinction between the Sunshine Coast and Gold Coast)

Example statements from survey

- "It will decimate the foreshore"
- "This is not the Gold Coast and should not try to be"

Need (939 references in the word count). Themes commonly associated with this word.

- Needs to be more inclusive
- Protect coastal lifestyle
- More stops

Example statements from survey

- "It's a good start"
- "Better transport system is definitely needed covering the various destinations now"
- "The beach front needs to be left alone"
- "It needs to connect to the airport"

Q9 What social, economic or environmental benefits or impacts do you think a Bus Rapid Transit system would have for you?

This question was analysed for sentiment.
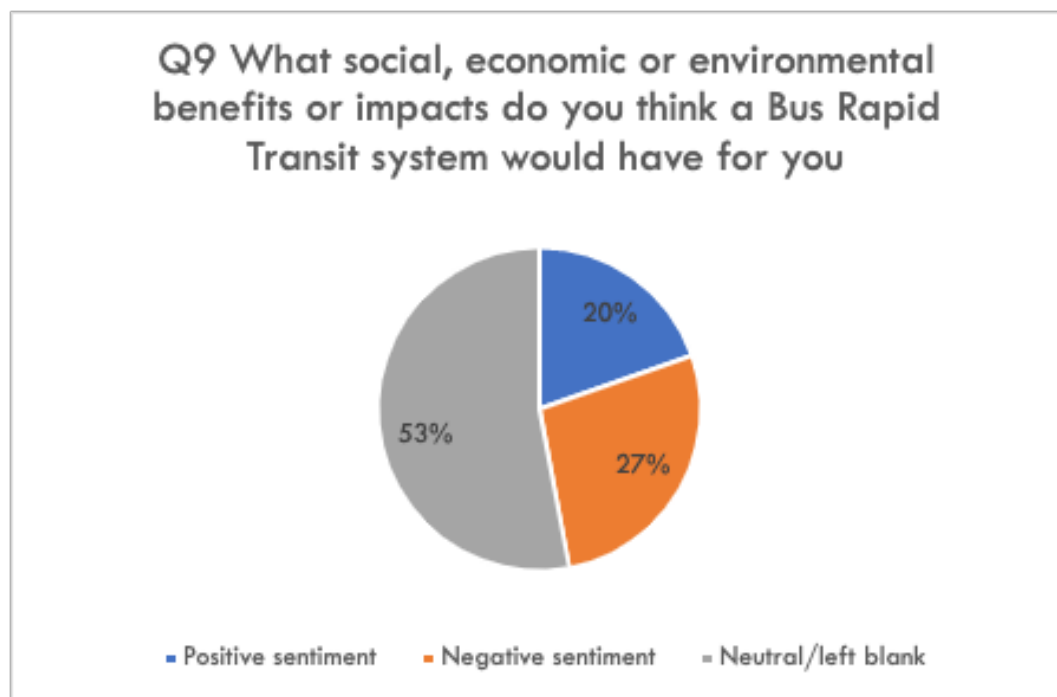
This data was further analysed with NVivo software.

Most respondents (53%) either left this question blank or provided a neutral response. Slightly more residents expressed negative than positive feelings toward this option (27% compared to 20%).

Respondents said this was an efficient system that did not have tracks or overhead wires. They were concerned that it may impact road capacity.

There were diverse and contrasting views expressed by respondents.

Key words

System (618 references in the word count). Themes commonly associated with this word.

- Rapid efficient system

Example statements from survey

- "Provides a rapid efficient transit system"

Buses (593 references in the word count). Themes commonly associated with this word.

- No tracks, no overhead wires
- Requires parking
- Additional routes (e.g., Buddina to Landsborough, Peregian Springs)

Example statements from survey

- "Upgrade bus system is a must first"
- "Rapid bus transit benefits – no overhead wires"

Roads (174 references in the word count). Themes commonly associated with this word.

- Impacts road capacity

Example statements from survey

- "More congestion on the main roads/route"

Q 10 What social, economic or environmental benefits or impacts do you think a Trackless Tram System option would have for you?

This question was analysed for sentiment.

Q10 What social, economic or environmental benefits or impacts do you think a Trackless Tram System option would have for you?

- Positive sentiment
- Negative sentiment
- Neutral/left blank
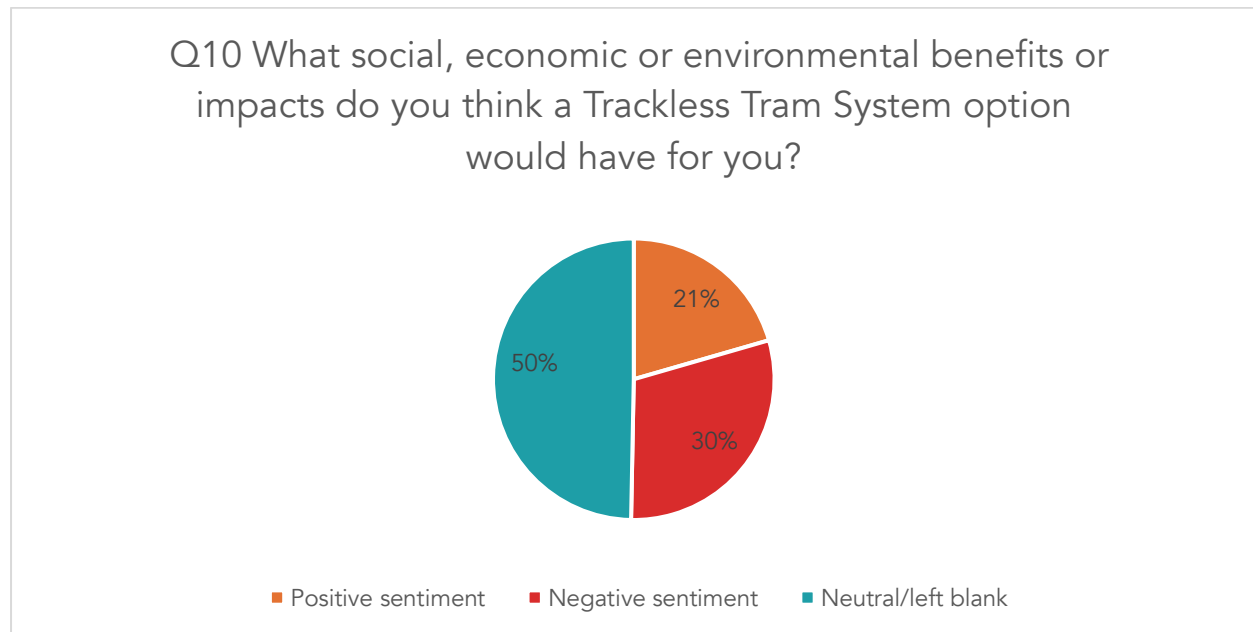
This data was further analysed with NVivo software.

This option attracted similar sentiment to the bus rapid transit system.

Respondents said that this system was more flexible, versatile and did not have tracks or overhead wires. There were still concerns that this option would impact foreshore amenity and road capacity.

There were diverse and contrasting views expressed by respondents.

Key words

Option (444 references in the word count). Themes commonly associated with this word.

- Preferred option
- Flexibility
- Less impact (on lifestyle)

Examples:

- "This is the best option"
- "No overhead wires and poles"
- "A more versatile option"

Along (370 references in the word count). Themes commonly associated with this word.

- No fixed infrastructure
- Enables higher density living along the route
- Not along the beachfront
- Parking (impacts availability) along the route
- Alternate routes

Examples:

- "This along the CAMCOS would be perfect"
- "You need a system that doesn't take car parking away for these people" (made in reference to surfers)
- "Platforms will negatively impact the Sunshine Coast by introducing large ugly structures along the front of the ocean"
- (In reference to trackless trams) "advantage will be not requiring additional barriers and less fixed infrastructure"

Coast (358 references in the word count). Themes commonly associated with this word.

- Not benefit wider community
- Increase congestion
- Impact amenity/lifestyle
- No light rail

Examples:

- "The joy of the Sunshine Coast is that it is not like the Gold Coast"
- "Total failure on Gold Coast – nobody uses the light rail"
- "Be less carparks on the coast, especially near the beach"

People (323 references in the word count). Themes commonly associated with this word.

- People do not use buses
- Disrupt lifestyle
- Carries more people
- Services limited area
- Impact road capacity

Examples:

- "Only a small number of people are likely to use these"
- "Smaller footprint and carries more people"

Q11 What social, economic, or environmental benefits or impacts do you think a Light Rail Transit system would have for you?

This question was analysed for sentiment.
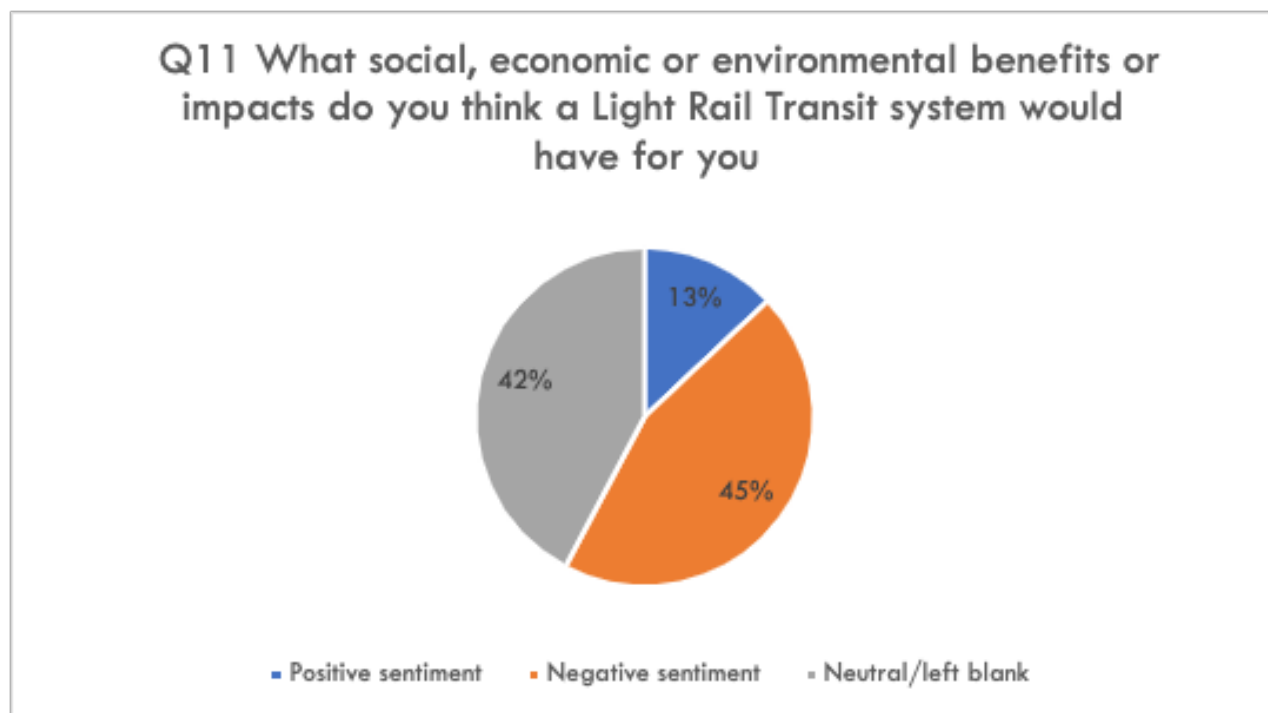
This data was further analysed with NVivo software. It should be noted that this option attracted the most media and social commentary criticising the option.

This option attracted much stronger negative sentiment (45%) than other mass transit options. It also attracted the strongest emotional responses. People either felt that this was their preferred option or were strongly opposed to this option. Many respondents compared this system either positively or negatively, to the Gold Coast light rail. Although there were more comments about this option than other options, and fewer form responses, the range of views was much narrower, suggesting highly polarised views on this option.

It should be noted that light rail was strongly associated with high rise development in the wider public discourse surrounding this project.

However, there were still diverse and contradictory views expressed by respondents.

Key words
Coast (804 references in the word count). Themes commonly associated with this word.

- Failed on Gold Coast
- Worked on Gold Coast
- Negative impact on Sunshine Coast
- Tracks are a barrier

Examples:

- "Would make travelling on the Coast an absolute nightmare for years"
- "Tried and tested on the Gold Coast"

Rail (727 references in the word count). Themes commonly associated with this word.

- Disagree with light rail option
- Preferred light rail option
- Hated the Gold Coast
- Wasteful and expensive

Examples:

- "Light rail is an awesome alternative to cars on the road"
- "Hate to have light rail here"

Q12 What social, economic, or environmental benefits or impacts do you think a Wireless Light Rail Transit system would have for you?

This question was analysed for sentiment.
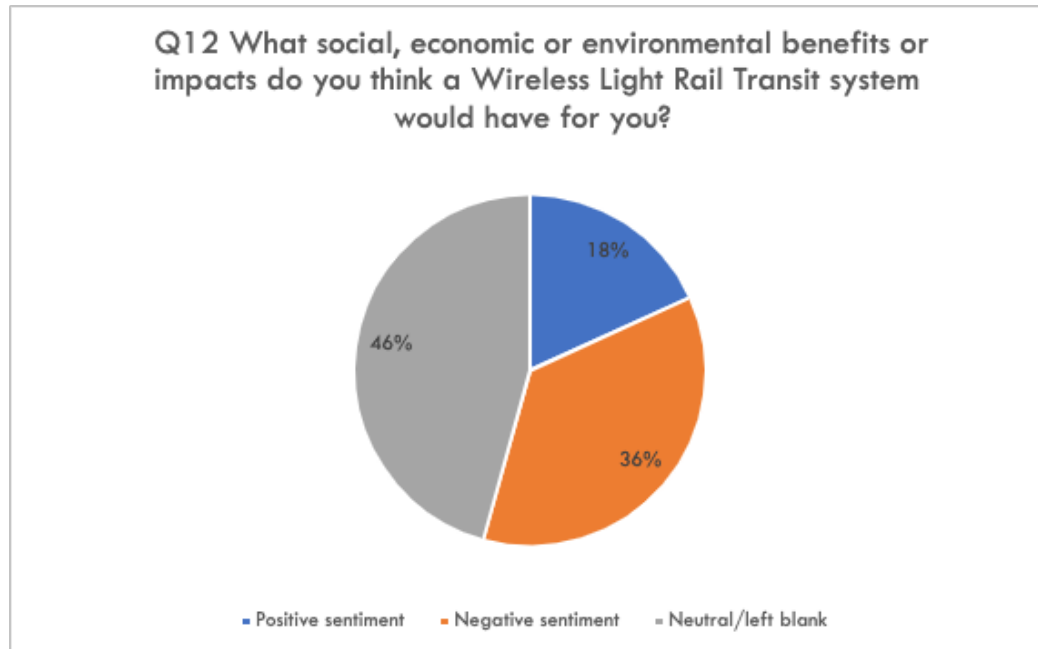
This data was further analysed with NVivo software.

Although this option has many similarities to the light rail option it was perceived slightly more favourably (18% positive sentiment compared to 13% positive sentiment for light rail). Similarly, there was lower negative sentiment toward this option (36% compared to 45% for light rail).

 Respondents said the lack of overhead wires was a positive feature. Respondents were concerned that this option may impact foreshore amenity and lacked flexibility.

There were diverse and contradictory views expressed by respondents.

Key words

Rail (621 references in the word count). Themes commonly associated with this word.

- Generally opposed to this option (no light rail)
- Preferred option (Wireless transit system is best)
- Noise (rails create noise)
- Old technology

 Examples

- "Hate to have a light rail system here"
- "It requires fixed steel rail infrastructure"
- "Definitely light rail - carries most passengers"

Option (470 references in the word count). Themes commonly associated with this word.

- Preferred option
- Generally opposed
- Expense
- No overhead wires (this was a benefit)

Examples

- "The wireless option is preferred from an aesthetic"
- "Not a useful option. It requires fixed steel rail"
- "I am deeply against this option. It is a waste of money"
- "Sounds like a great option. Don't use overhead wires"

Coast (571 references in the word count). Themes commonly associated with this word.

- Not in line with coast lifestyle
- Inflexible
- Would have minimal impact on coast lifestyle

Examples

- "Would make travelling on the Coast an absolute nightmare for years"
- "It is not 'Sunshine Coast' style. It dominates the region"
- "Will ease congestion"

Q13 What social, economic, or environmental benefits or impacts do you think a Quality Bus Corridor would have for you?

This question was analysed for sentiment.
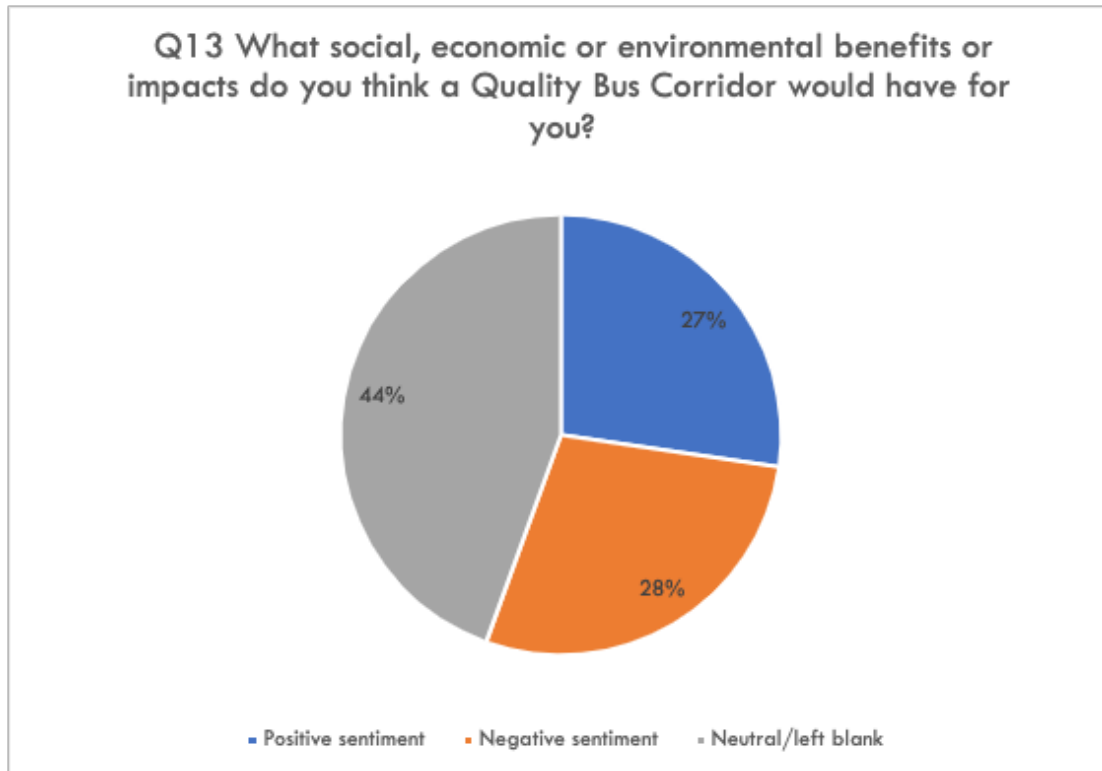
This data was further analysed using NVivo software.

There were diverse and contradictory views expressed by respondents.

This option attracted negative and positive sentiment in almost equal measure (27% positive and 28% negative). Respondents said this option was more flexible, cost effective and could connect more easily to other transport services. Other respondents said this option could impact road capacity.

Key words

Buses (894 references in the word count). Themes commonly associated with this word.

- On demand electro/hydro buses
- Move along CAMCOS corridor
- Other bus options (double decker, zipper, small articulated buses)
- Bus corridor

Examples

- "Would be easily upgradable/expandable"
- "Potentially the least costly"
- "A quality bus corridor is a low-cost option"
- "Potential for linkages to surrounding bus networks"

Option (721 references, in the word count). Themes commonly associated with this word.

- Preferred option
- Do not like option
- Connects to other services (e.g., rail)
- Cheaper option

Examples

- "Most rapid and least costly option"*
- "Least favoured option. It takes up road space"
- "This would be the best option. Buses that could go anywhere"

*Please note that these examples statements should be read as opinion and not fact.

Traffic (424 references in the word count). Themes commonly associated with this word.

- Creates more traffic
- Get stuck in traffic
- Reduce road capacity

Examples

- "Adds more traffic to the already congested road"*
- "They are susceptible to traffic conditions"
- "Would be fewer lanes for traffic flow"

*Please note that these examples statements should be read as opinion and not fact.

Q14 How satisfied are you that the five recommended options are the best options to be further considered in the detailed business case?

Respondents were asked to rate their satisfaction on a five-point Likert scale. This quantitative data was analysed to produce this graph.

There was no clear majority for or against the five recommended options.

Results show 45% of respondents said they were very satisfied or somewhat satisfied, and 46% said they were somewhat dissatisfied or very dissatisfied.

This data was cross tabulated with age
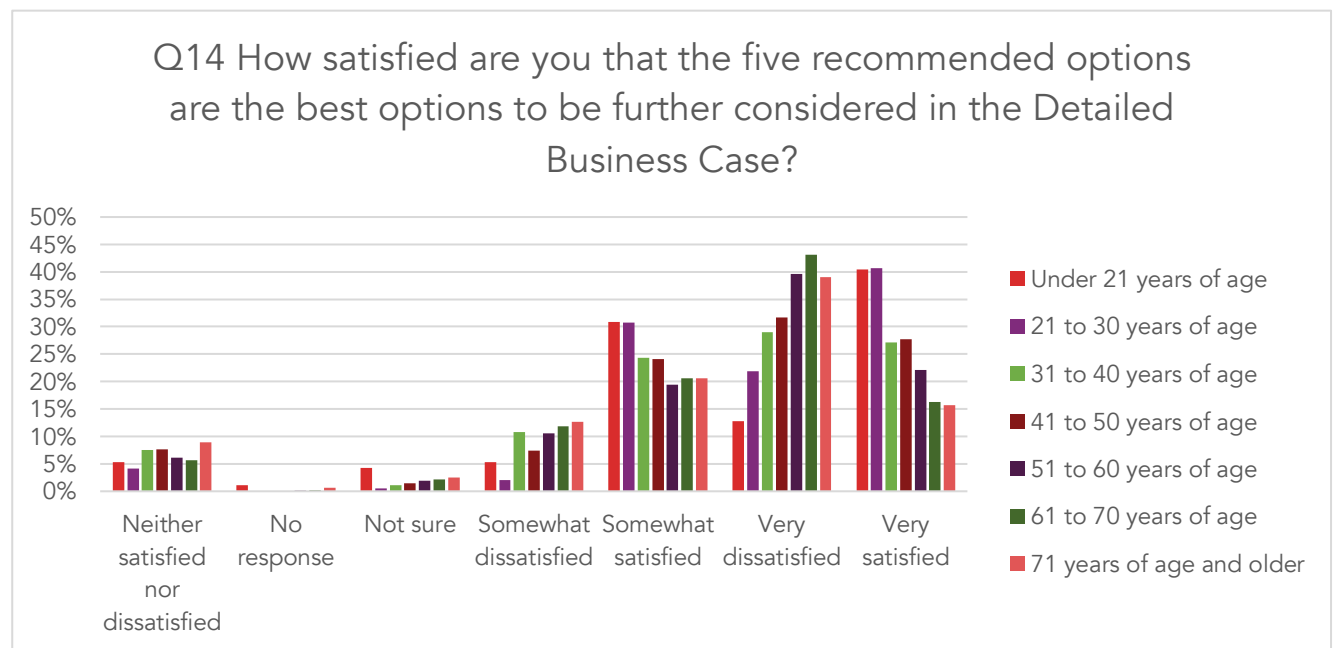
The majority of people under 50 years of age were satisfied that all five options should progress to a Detailed Business Case, while the majority of people aged 51 years and over were more dissatisfied.

These results are further broken down in the following graphs that provide a detailed breakdown of satisfaction for each age group.
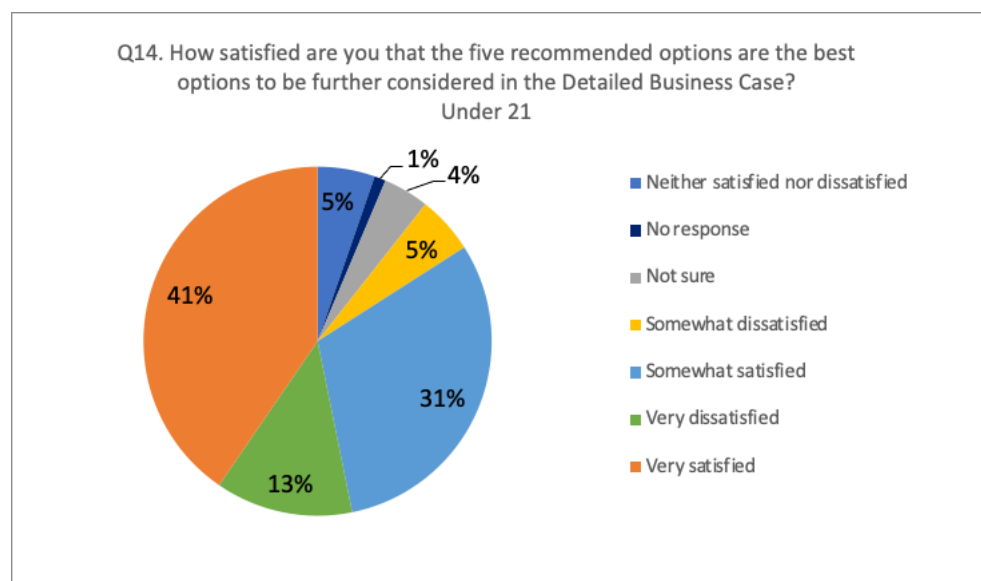
The majority of respondents under 21 (71.58%) were either satisfied or very satisfied with the five mass transit options.

Q14. How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case?
21 - 30
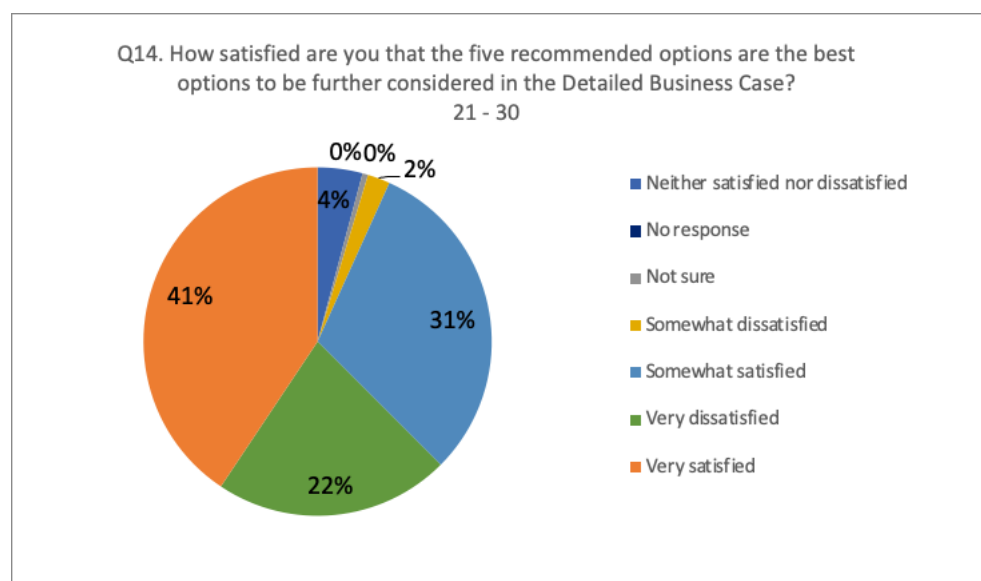
The majority of respondents aged 21 to 30 years of age (71.36%) were either satisfied or very satisfied with the five mass transit options.

Q14. How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case?
31 - 40
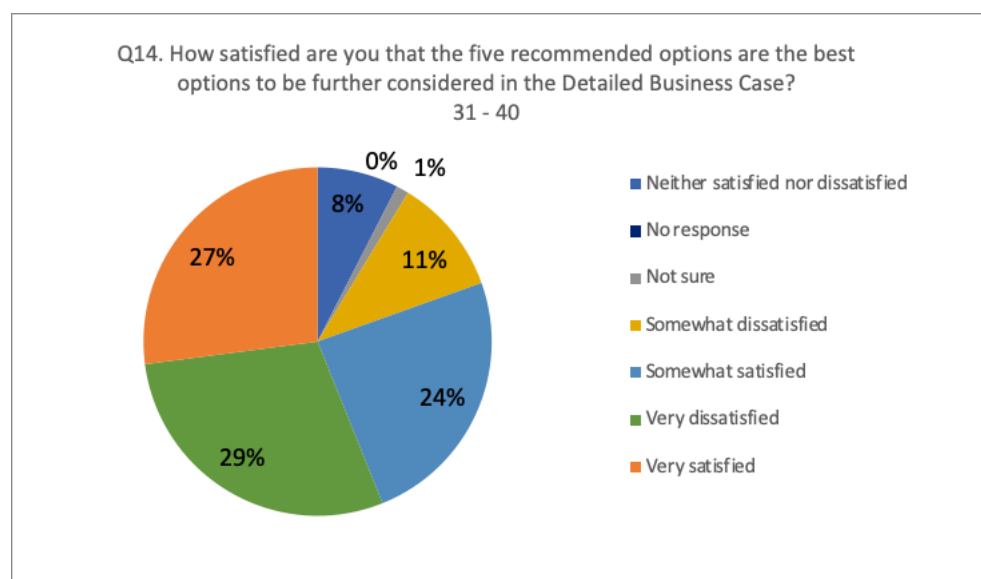
Just over half of respondents aged 31 to 40 years old (51.45%) were either somewhat satisfied or very satisfied with five mass transit options.

Q14. How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case?
41 - 50
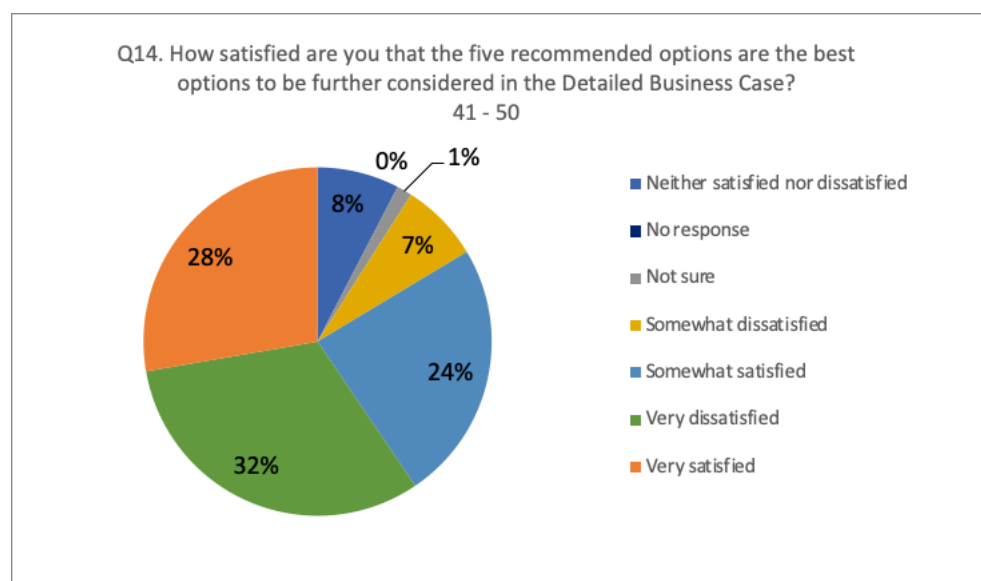
Similarly, just over half of respondents aged 41 to 50 years old (51.87%) were either somewhat satisfied or very satisfied with the mass transit options.

Q14. How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case?
51 - 60
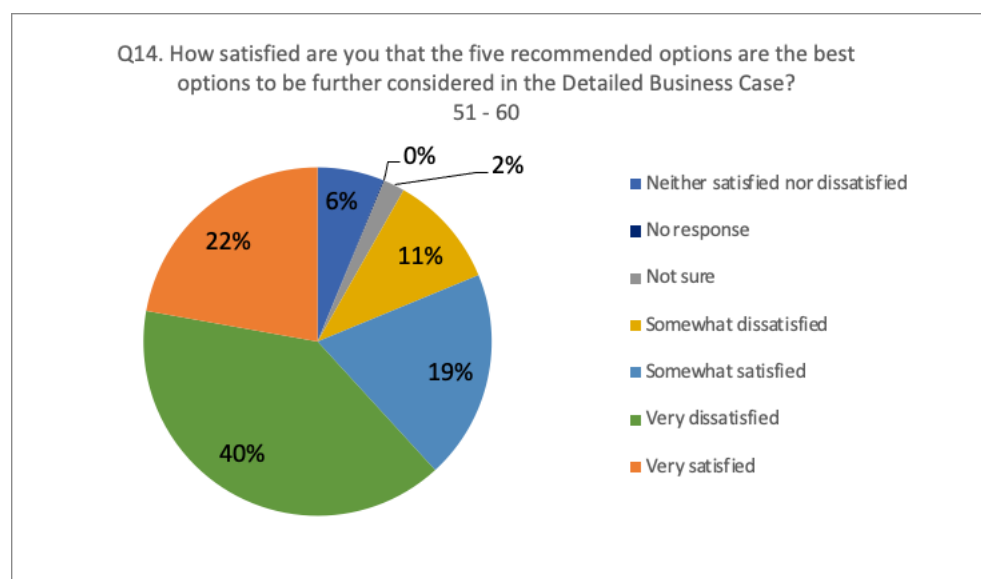
Half (50.17%) of residents aged 51 to 60 were either somewhat dissatisfied or very dissatisfied with the five mass transit options. 41.6% were either somewhat satisfied or very satisfied and 8.13% were not sure or neither satisfied nor dissatisfied.

Q14. How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case?
61 - 70

- 0%
- 6%
- 2%
- 12%
- 16%
- 43%
- 21%

Legend:
- Neither satisfied nor dissatisfied
- No response
- Not sure
- Somewhat dissatisfied
- Somewhat satisfied
- Very dissatisfied
- Very satisfied
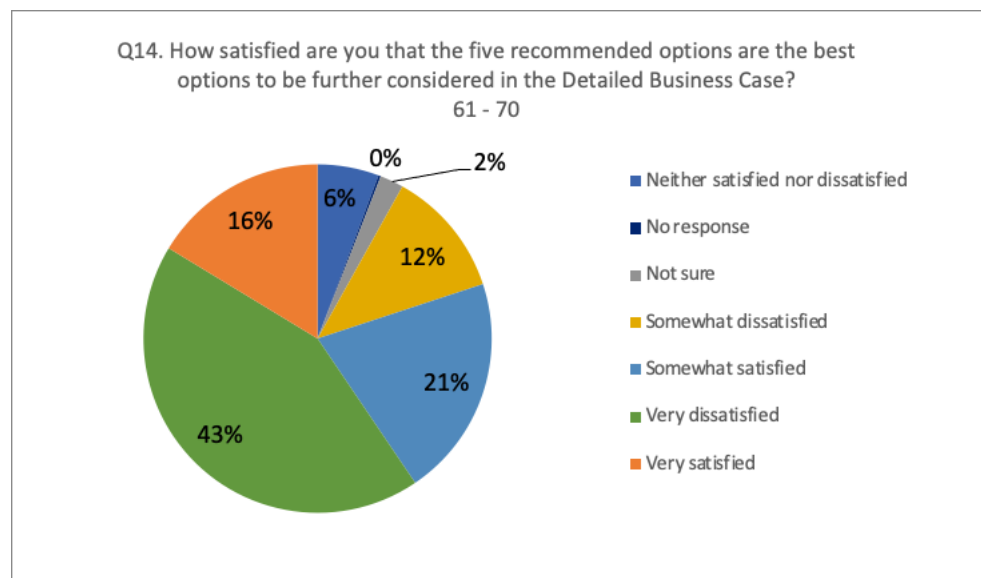
Just over half of respondents (54.98%) aged 61 to 70 years of age were either somewhat dissatisfied or very dissatisfied with the five mass transit options.

Q14. How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case?
71 years of age and older

- 1%
- 9%
- 2%
- 13%
- 16%
- 39%
- 20%

Legend:
- Neither satisfied nor dissatisfied
- No response
- Not sure
- Somewhat dissatisfied
- Somewhat satisfied
- Very dissatisfied
- Very satisfied
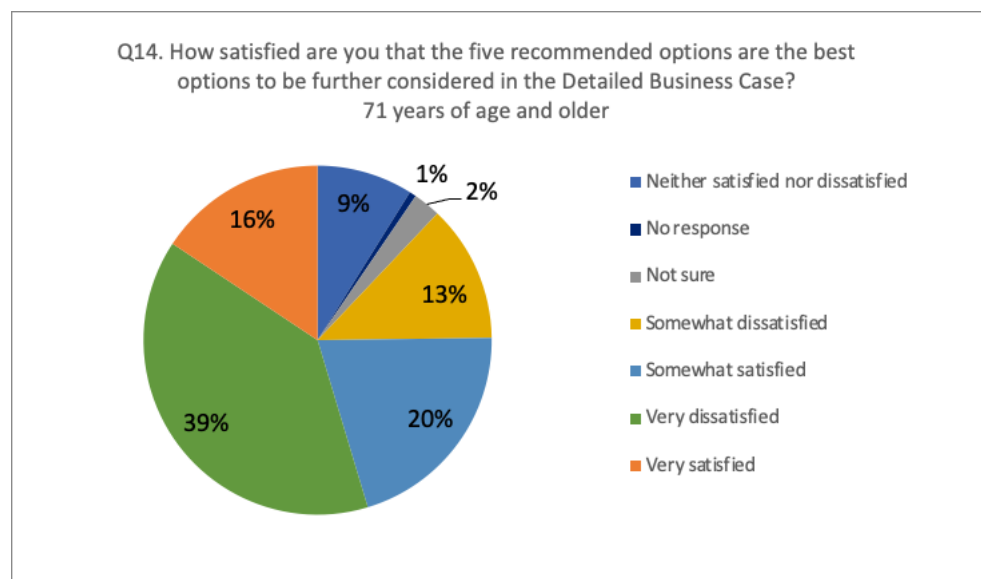
Just over half of respondents (51.79%) aged 71 years of age and over were either somewhat dissatisfied or very dissatisfied with the five mass transit options.

This cross tabulated data was further sliced by household type and the following conclusion made.

Multi-person households without children

Data for multi person households without children was isolated to reveal that they are more likely to be very dissatisfied if respondents are over 50 years old.
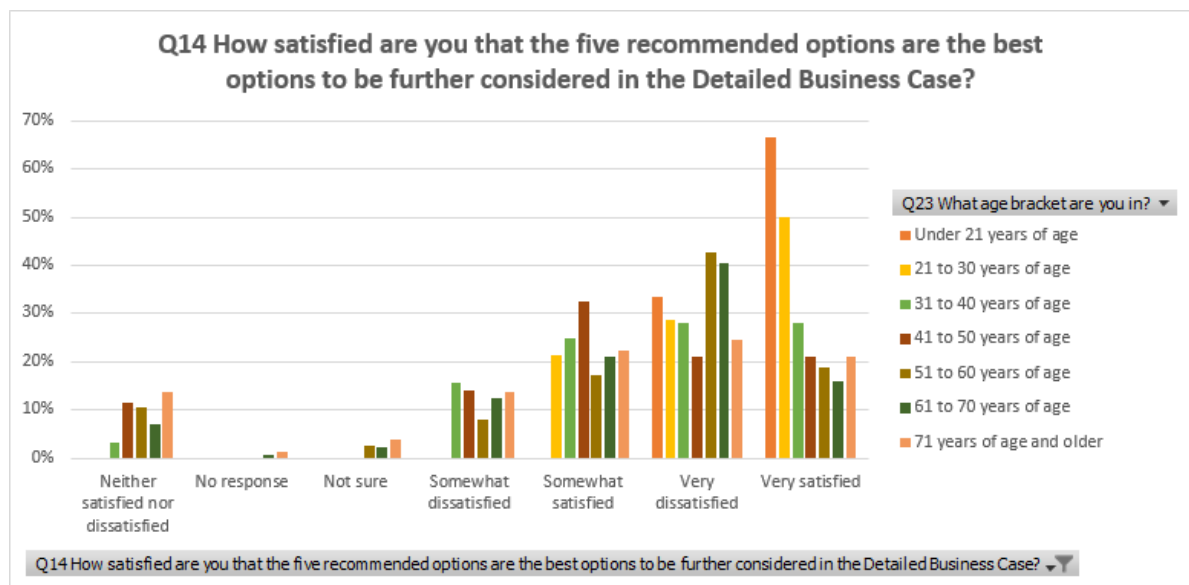

Share houses

Data for share houses was also isolated and revealed that this demographic segment is more likely to be satisfied or very satisfied with the five options. The graph below shows this, and that this demographic is much younger.
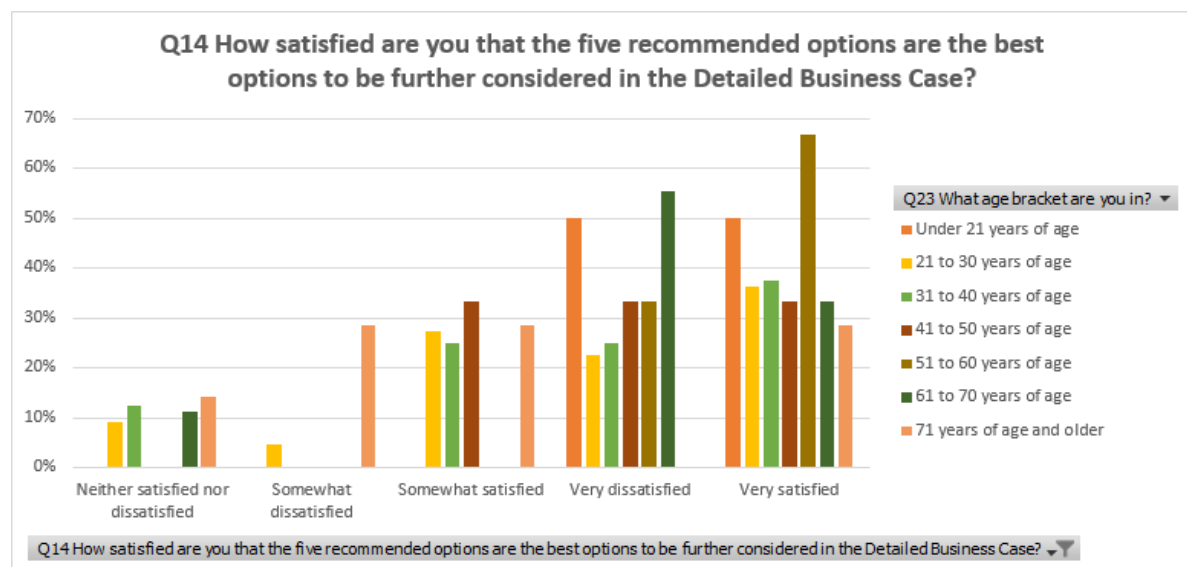
These results were further cross tabulated against which suburb the respondent identified as living in.

Please note these figures contain suburbs with low response rates. For example, Chevallum contains one response. Please see analysis for question 2 for suburbs with the highest response rate. Please see Appendix 12 for a full list of suburbs and their participation.
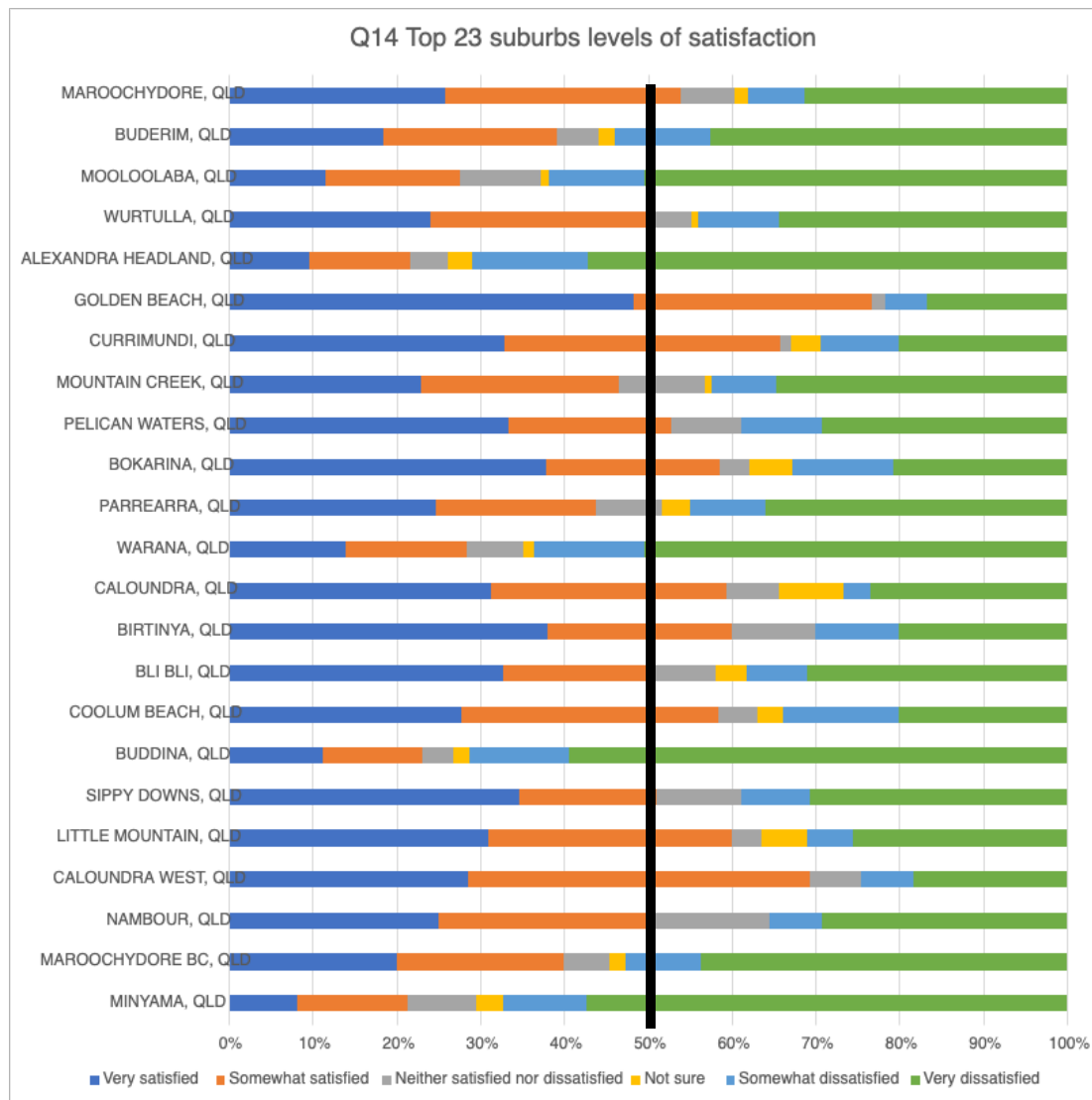
This analysis showed satisfaction across Sunshine Coast suburbs was mixed with varying degrees of satisfaction. Within the coastal corridor, there was both strong satisfaction and strong dissatisfaction.

Of the suburbs with the highest response rate (the graph above lists the top 23 suburbs rather than the top 20 suburbs because three suburbs had an equal number of responses), 14 of the top 23 suburbs had half or more than half of respondents satisfied for the five options to proceed to a detailed business case.

A full list of suburb responses can be found in Appendix 12.

Q14 Cross tabulated comparison between qualitative and quantitative data on mass transit options

The survey contained five qualitative questions and one quantitative question that asked respondents their views on the five mass transit options.

Qualitative questions

- Q9 What social, economic, or environmental benefits or impacts do you think a Bus Rapid Transit system would have for you?
- Q10 What social, economic, or environmental benefits or impacts do you think a Trackless Tram System option would have for you?
- Q11 What social, economic, or environmental benefits or impacts do you think a Light Rail Transit system would have for you?
- Q12 What social, economic, or environmental benefits or impacts do you think a Wireless Light Rail Transit system would have for you?
- Q13 What social, economic, or environmental benefits or impacts do you think a Quality Bus Corridor would have for you?

Quantitative question

- Q14 How satisfied are you that the five recommended options are the best options to be further considered in the Detailed Business Case. (Measured on a Likert scale).

Sentiment analysis was conducted on the qualitative date (see Analysis Methodology). The following graph shows the total number of positive comments made for each of the five mass transit options.
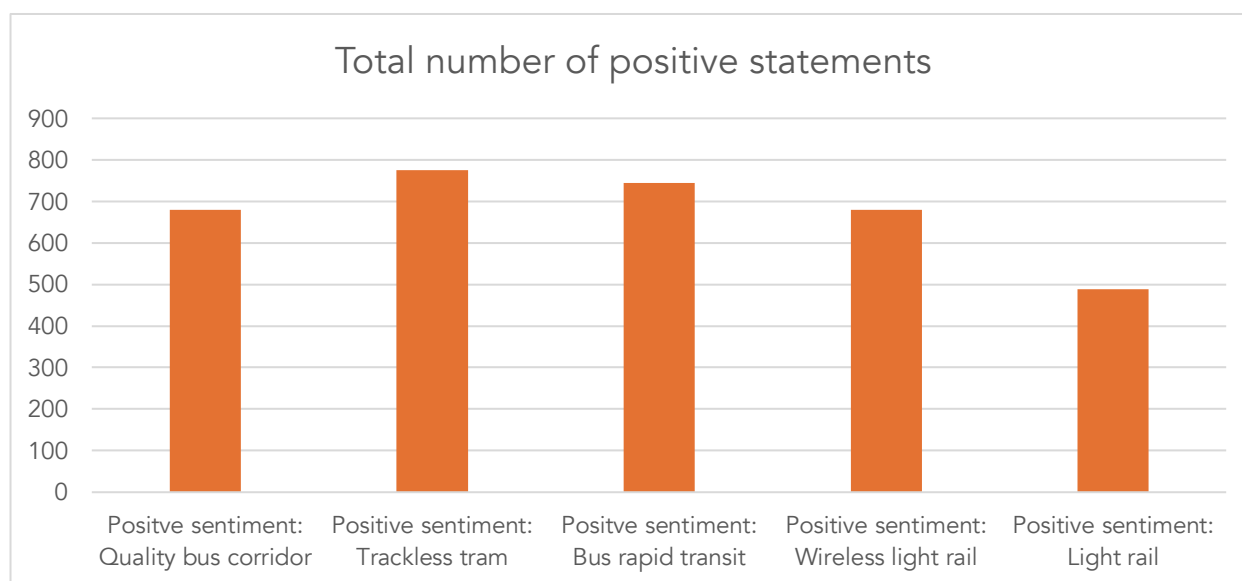
Light rail received the lowest number of positive sentiments and the highest number of negative sentiment statements.

These sentiments were then cross referenced with participant responses for question 14.

Total number of negative statements

Comparison between Q 14 (satisfaction with mass transit options) & positive sentiment expressed toward mass transit options
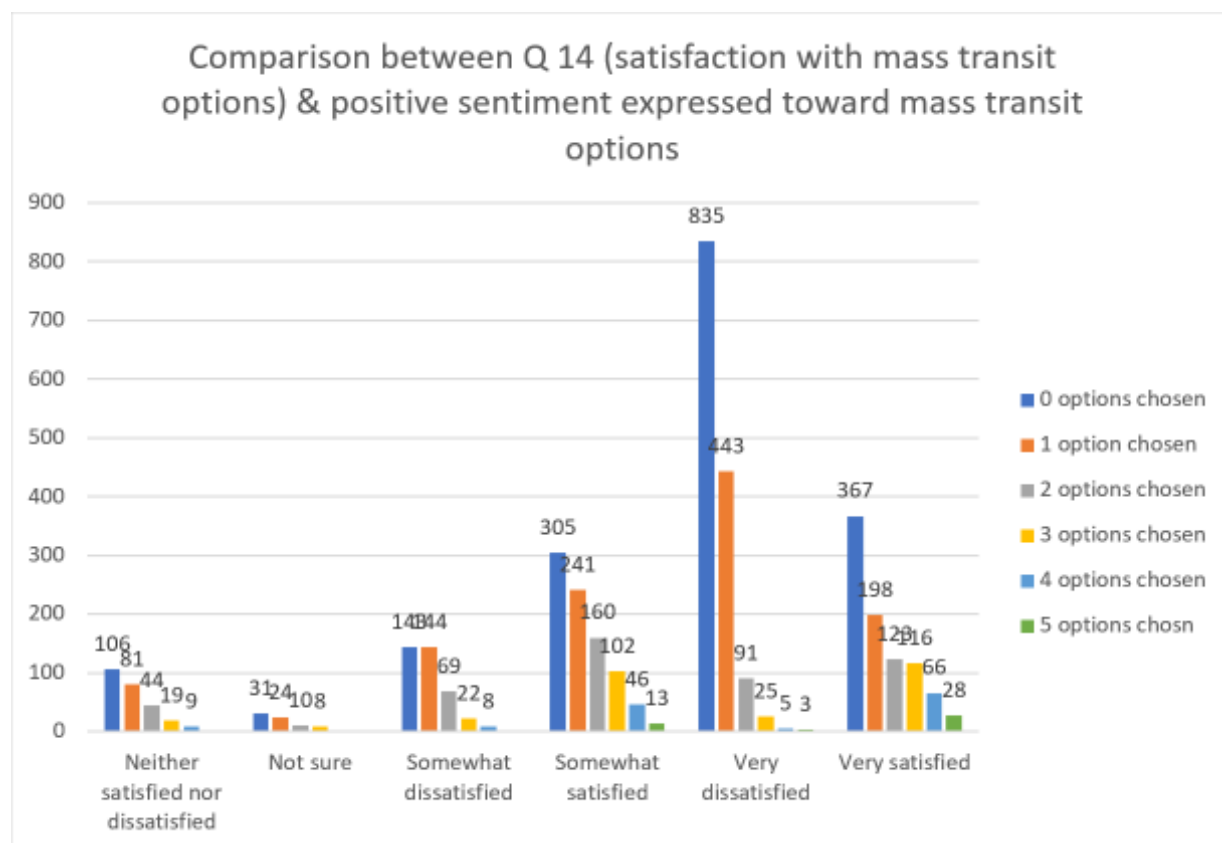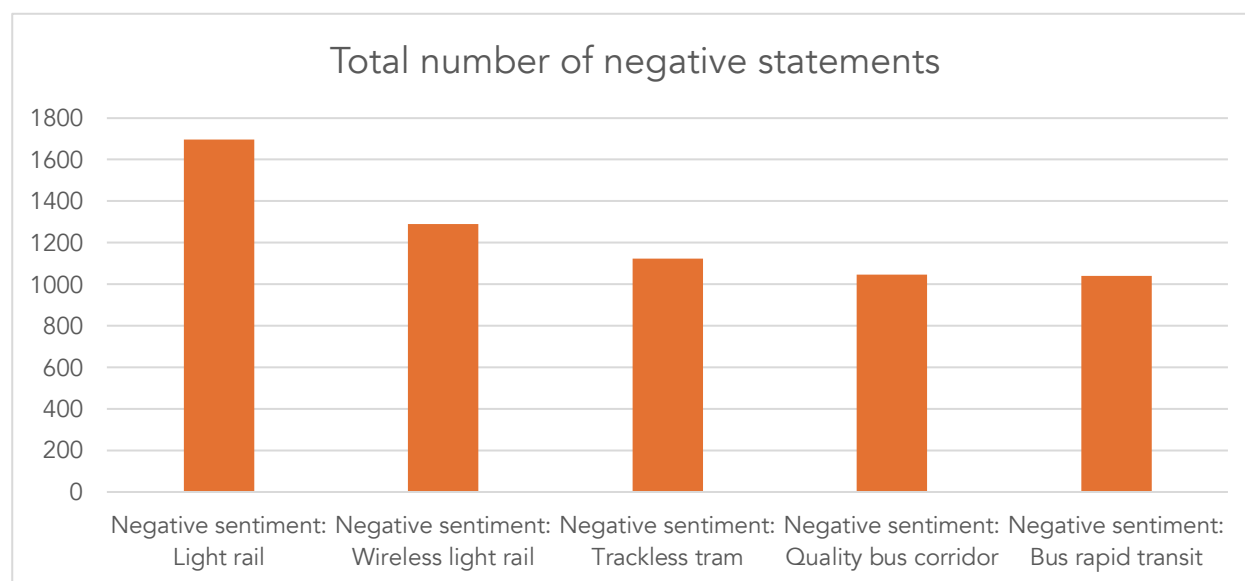
This graph shows more than 30% of respondents who said that they were either 'somewhat dissatisfied' or 'very dissatisfied' with the five mass transit options as a package also expressed a positive sentiment for at least one of the options (e.g., trackless tram or quality bus corridor).

Q15 If you are not satisfied with the five recommended options, what would make you satisfied?

Responses to this question were analysed using NVivo software.

Those who answered this question gave ideas and solutions rather than expressed sentiment.

Respondents said changes to the bus system and fleet could be considered. This included upgrading the current bus network, feeder services and green vehicles. Respondents said an alternative route away from the coastline could be considered.

Key words

Bus (947 references in the word count). Themes commonly associated with this word.

- Enhancement of bus services (buses, services to train)
- Improve current fleet, infrastructure and network
- Environmentally friendly, electric, hydro, small, bus network
- Improve existing network
- Rapid feeder services
- Quality bus corridor
- Modernised, integrated bus system

Examples:

- "Small electric buses"
- "Just upgrade the existing bus network"
- "Corridor for rail with feeder bus lines"

Options (540 references in the word count). Themes commonly associated with this word.

- All options have their merits
- Investigate bus options
- Remove light rail option

Rail (830 references, 8.3% coverage). Themes commonly associated with this word.

- "No fixed rail"
- "Remove any rail or tram option on our beachfront"
- "Fast rail connection from Brisbane to Sunshine Coast"
- "Heavy rail (CAMCOS) connection"
- "No light rail"
- "Other rail options (underground, monorail)"

Coast (767 references in the word count). Themes commonly associated with this word.

- Protect Sunshine Coast
- Stop building on coast
- Gold Coast (maintain distinction)

Examples:

- "Stop building on the coast"
- "Keep it (mass transit) away from beach roads"
- "Don't turn us into the Gold Coast"
- "We need to learn to protect and care for the environment"

Q16 Do you think any other option or options should be recommended for further investigation in the Detailed Business Case process?

This could include the options that are not recommended, or other ideas you might have.

2431 comments to this question were analysed using NVivo software.

Those who answered this question provided ideas and solutions rather than express sentiment.

This question attracted the greatest number of form responses defined as answers of more than 50 words and are completely identical.

Rail improvements including the Caboolture to Maroochy Corridor Study (CAMCOS) were raised by other respondents. Respondents also talked about improved bus networks and services, flexible services, and green vehicles. Protecting foreshore amenity was another theme. It is noted that these themes were also commonly raised by the active interest group communications (see Appendix 5 for submissions).

Key words

Rail (782 references in the word count). Themes commonly associated with this word.

- Complete CAMCOS
- Extend heavy rail networks
- No light rail
- Regional rail connections (including feeder and connecting services)
- Other rail options (underground, sky-rail, non-rail)

Coast (619 references in the word count). Themes commonly associated with this word.

- Protect the Sunshine Coast
- Additional (mass transit) connections on Sunshine Coast (e.g., airport, CAMCOS and Caloundra)
- Additional services and options (looping services, buses, road upgrades)

Bus (605 references in the word count). Themes commonly associated with this word.

- More frequent buses
- Free buses (to schools and neighbourhoods)
- Flexible bus services
- Feeder bus services (connecting light rail, heavy rail, and regional areas)
- Environmentally friendly (green bus services)
- Electric bus services (Hydrogen and other battery)

Q17 Which of these scenarios do you think would provide the best way of accommodating new dwellings in the urban corridor?

Participants were asked to choose one preferred scenario to accommodate urban growth on the Sunshine Coast. These options were:
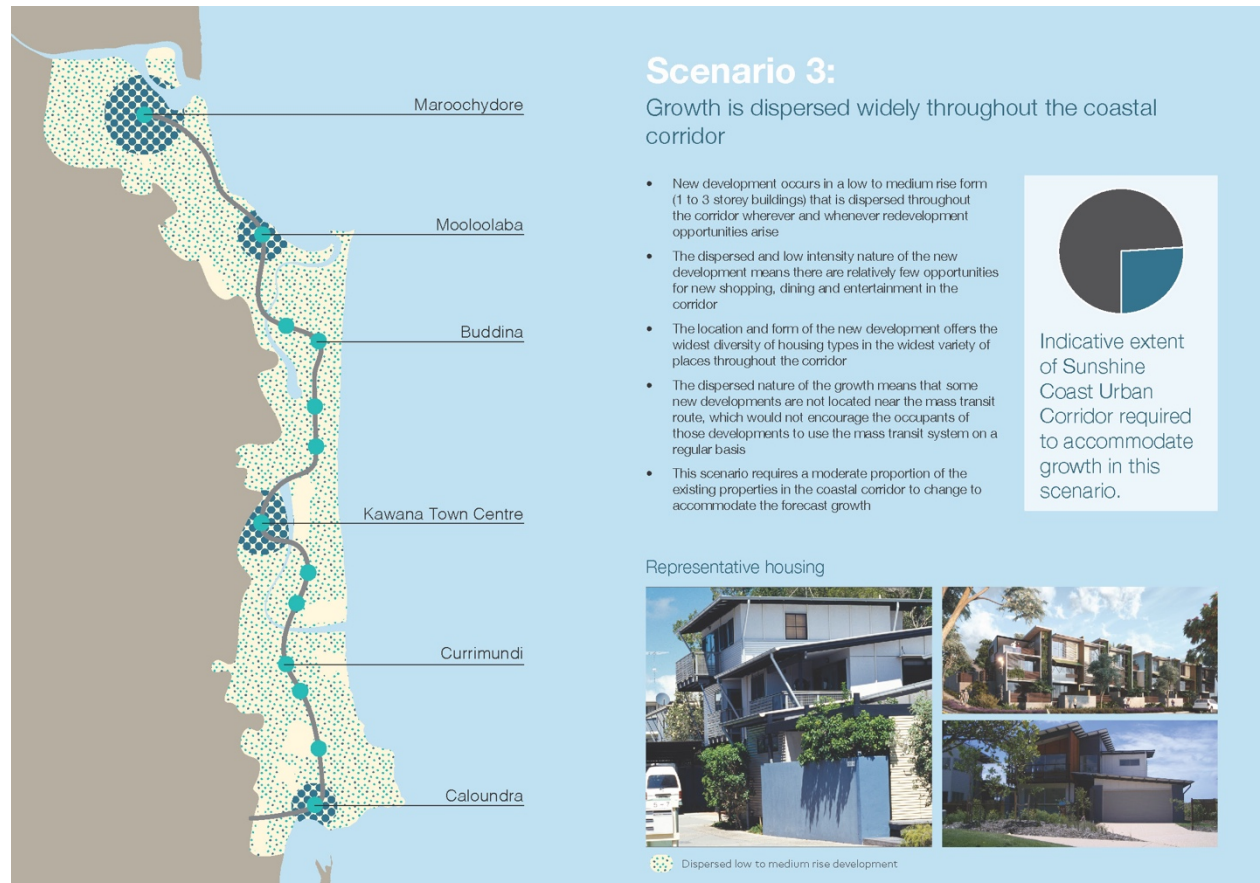
Scenario 1: Growth occurs in activity nodes around the new mass transit stations and local centres (Building heights would mainly be 4-6 storeys with the occasional 8-story building nearest the stations)
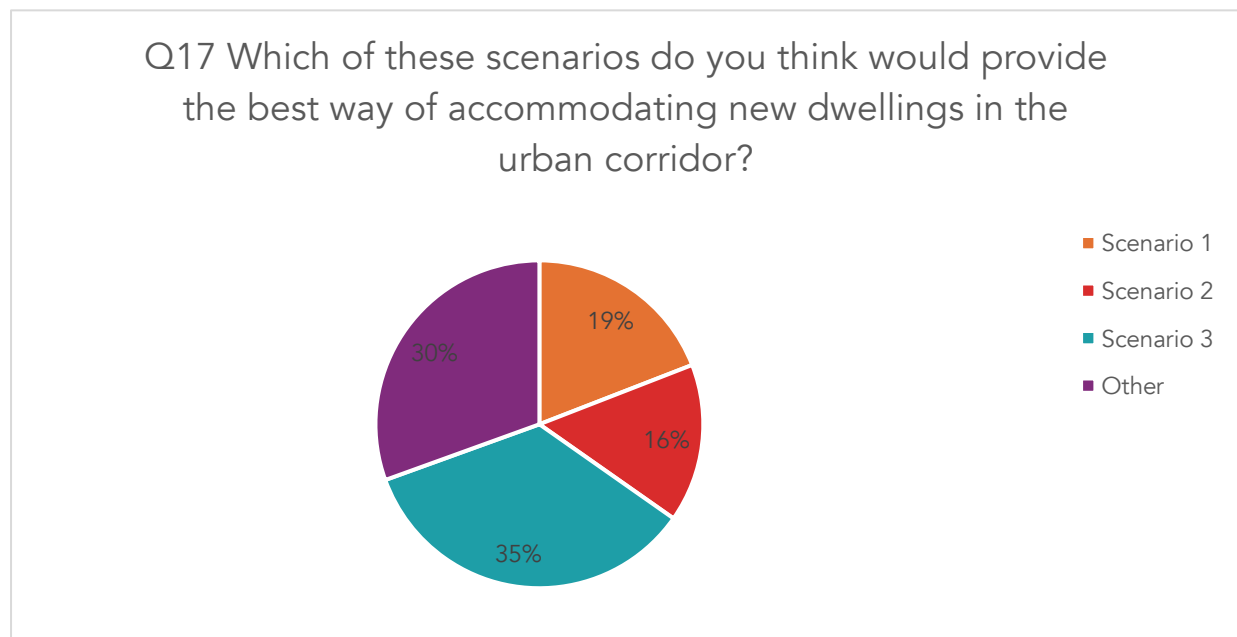
Scenario 2: Growth is focused along the mass transit route (Building heights would be 3-6 storeys along length of the route)

Scenario 2:
Growth is focussed along the mass transit route

- New development occurs in areas closest to the mass transit route in a medium rise and mixed use form that is distributed along most of the length of the route
- This development offers a range of new shopping, dining and entertainment experiences but the absence of distinct nodes means there is less potential for a concentration of attractions
- The medium rise form of development along the route (3 to 6 storey buildings) also offers a diversity of housing types in a variety of places along the corridor
- The focussed nature of the growth means that most new developments are located reasonably close to the mass transit stations along the route making it quite easy for the occupants of those developments to use the mass transit system on a regular basis
- This scenario requires a relatively small proportion of the existing properties in the coastal corridor to change to accommodate the forecast growth

Indicative extent of Sunshine Coast Urban Corridor required to accommodate growth in this scenario.

Representative housing

Medium rise development

Medium rise development

Consolidation of existing larger centres

Scenario 3: Growth is dispersed throughout the Urban Corridor (Building heights would be 1-3 storeys dispersed throughout the urban corridor wherever and whenever redevelopment opportunities arise.)

Scenario 3:
Growth is dispersed widely throughout the coastal corridor

- New development occurs in a low to medium rise form (1 to 3 storey buildings) that is dispersed throughout the corridor wherever and whenever redevelopment opportunities arise
- The dispersed and low intensity nature of the new development means there are relatively few opportunities for new shopping, dining and entertainment in the corridor
- The location and form of the new development offers the widest diversity of housing types in the widest variety of places throughout the corridor
- The dispersed nature of the growth means that some new developments are not located near the mass transit route, which would not encourage the occupants of those developments to use the mass transit system on a regular basis
- This scenario requires a moderate proportion of the existing properties in the coastal corridor to change to accommodate the forecast growth

Indicative extent of Sunshine Coast Urban Corridor required to accommodate growth in this scenario.

Representative housing

Dispersed low to medium rise development

Q17 Which of these scenarios do you think would provide the best way of accommodating new dwellings in the urban corridor?

This quantitative data was analysed to produce this graph.

Scenario 3 (disbursed growth) and "other" attracted the strongest response.

This data was cross tabulated with age. This combined data was further sliced to highlight responses for each age category.
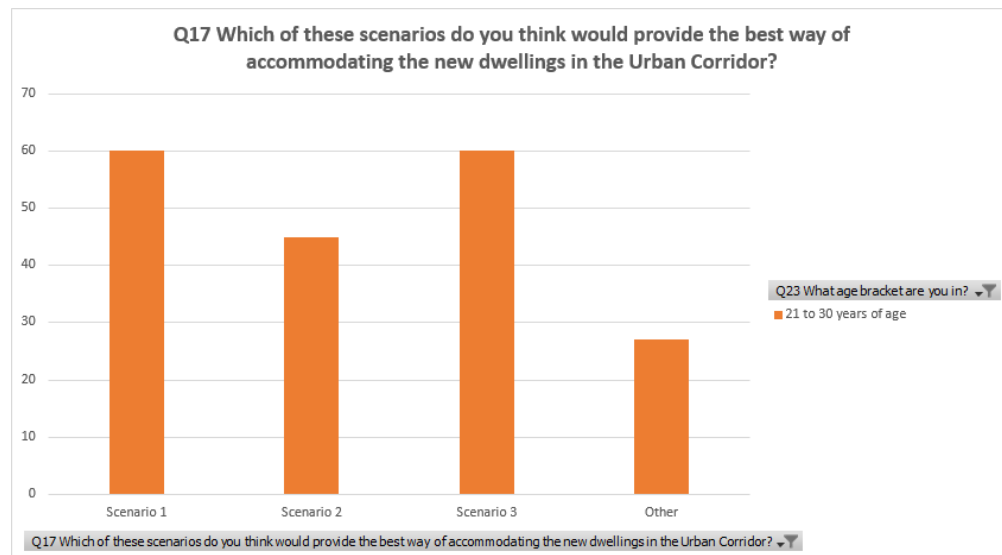
Respondents under 21 years old

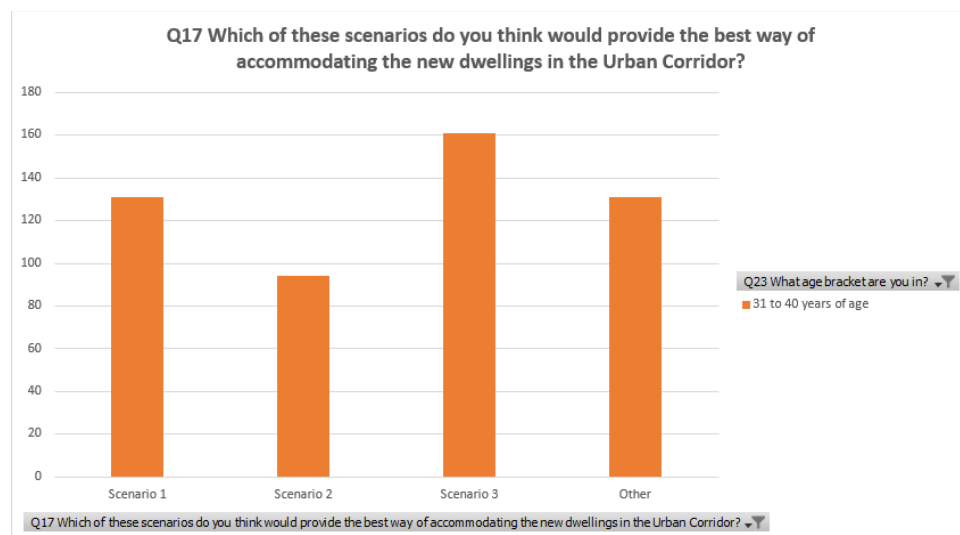Respondents aged under 21 years were more likely to choose Scenario 1 than other scenarios.
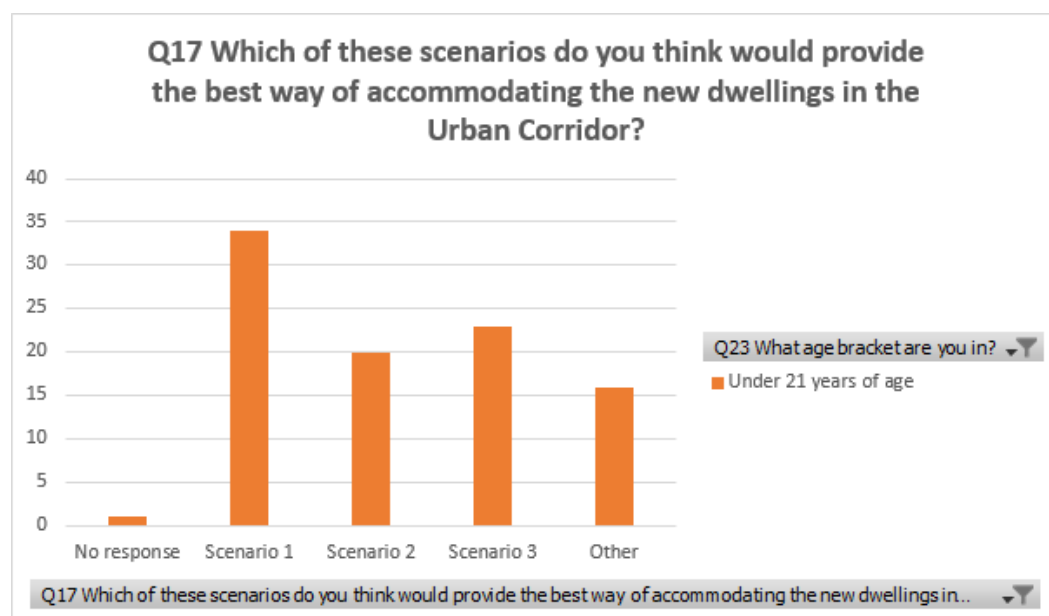
Respondents 21 to 30 years old

Respondents aged 21 to 30 years chose Scenario 1 as often as they chose Scenario 3.

Respondents 31 to 40 years old

Respondents aged 31 to 40 were more likely to choose Scenario 3, however a significant number chose Scenarios 1 and 2.
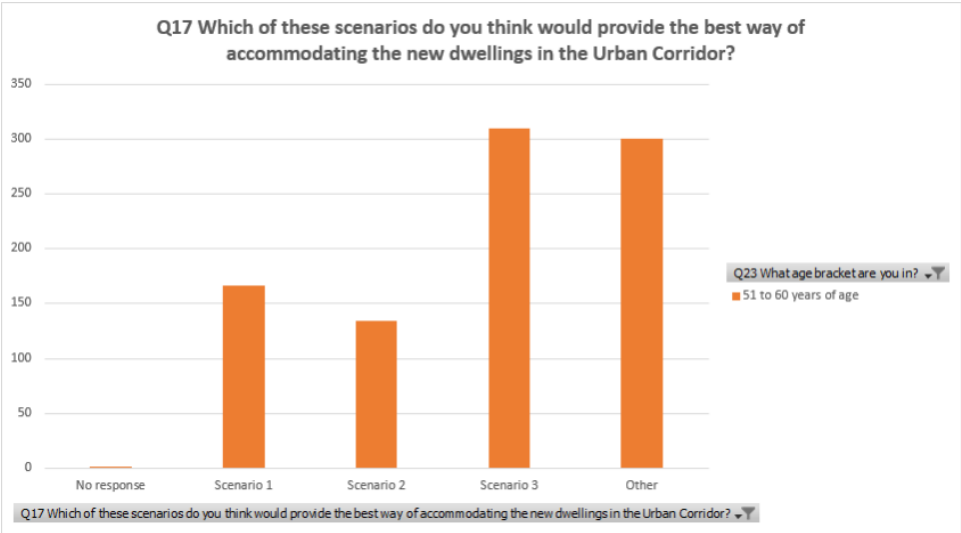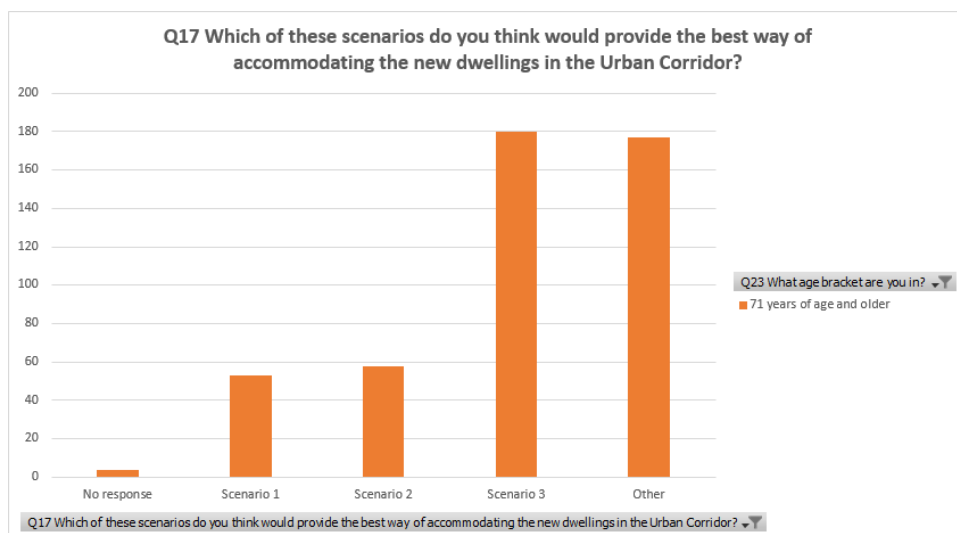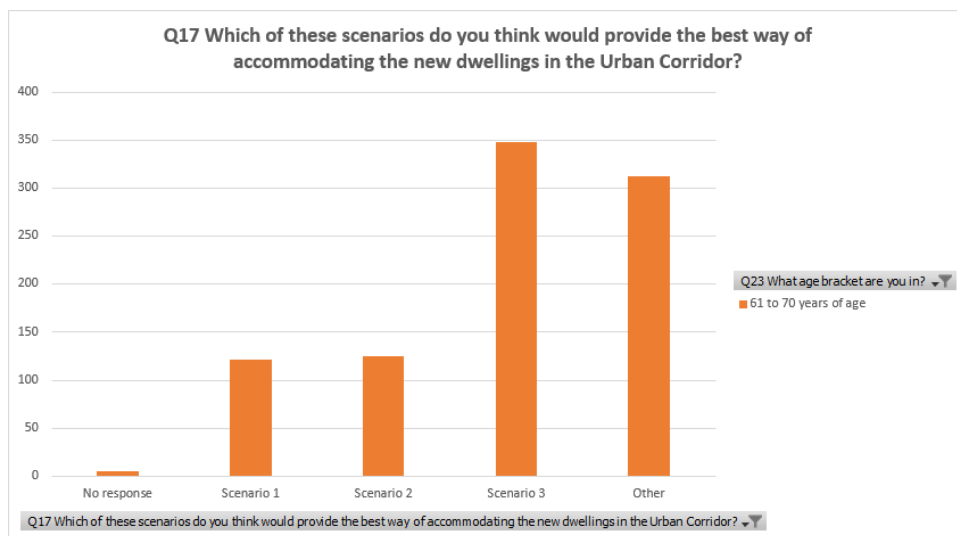

Respondents 41 to 50 years old

Respondents aged 41 to 50 were more likely to choose Scenario 3 or 'other' however, a reasonable number still chose Scenarios 1 and 2.
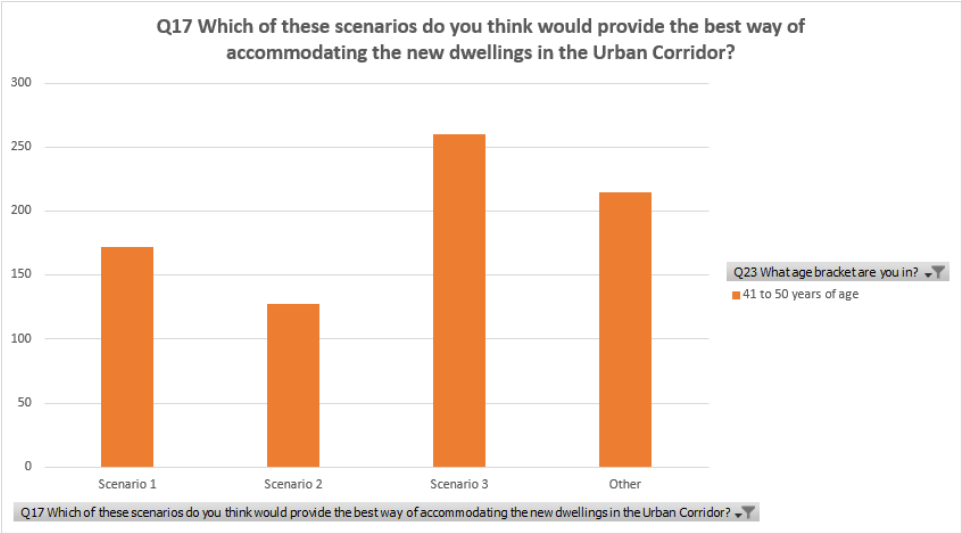
Respondent over 51 years old

Respondents aged over 50 were more likely to choose Scenario 3 or 'other'.

Q17 Which of these scenarios do you think would provide the best way of accommodating the new dwellings in the Urban Corridor? (61 to 70 years of age)

Q17 Which of these scenarios do you think would provide the best way of accommodating the new dwellings in the Urban Corridor? (71 years of age and older)

Conclusion

Younger respondents were more likely to choose Scenario 1 than older respondents who were more likely to choose Scenario 3 or 'other'.

There was no variation for household type in responses to this question.

Q17 (b) other qualitative responses

This data was analysed using NVivo software.

Respondents said that mass transit would encourage higher density. Some respondents expressed support for one of the proposed options, others expressed concern about the

impact of higher density on coastal lifestyle density. Those who supported a scenario sometimes qualified their response by saying the buildings should be a different height to that expressed in the scenario.

Other respondents spoke about dispersing growth across the region including inland areas and along the CAMCOS corridor.

Key words

Corridor (299 references in the word count). Themes commonly associated with this word.

- No high rise along beach front
- Building heights
- Mass transit on coastal corridor

Coast (256 references in the word count). Themes commonly associated with this word.

- Light rail
- High rise
- Lifestyle and amenity

Density (210 references in the word count). Themes commonly associated with this word.

- Higher density
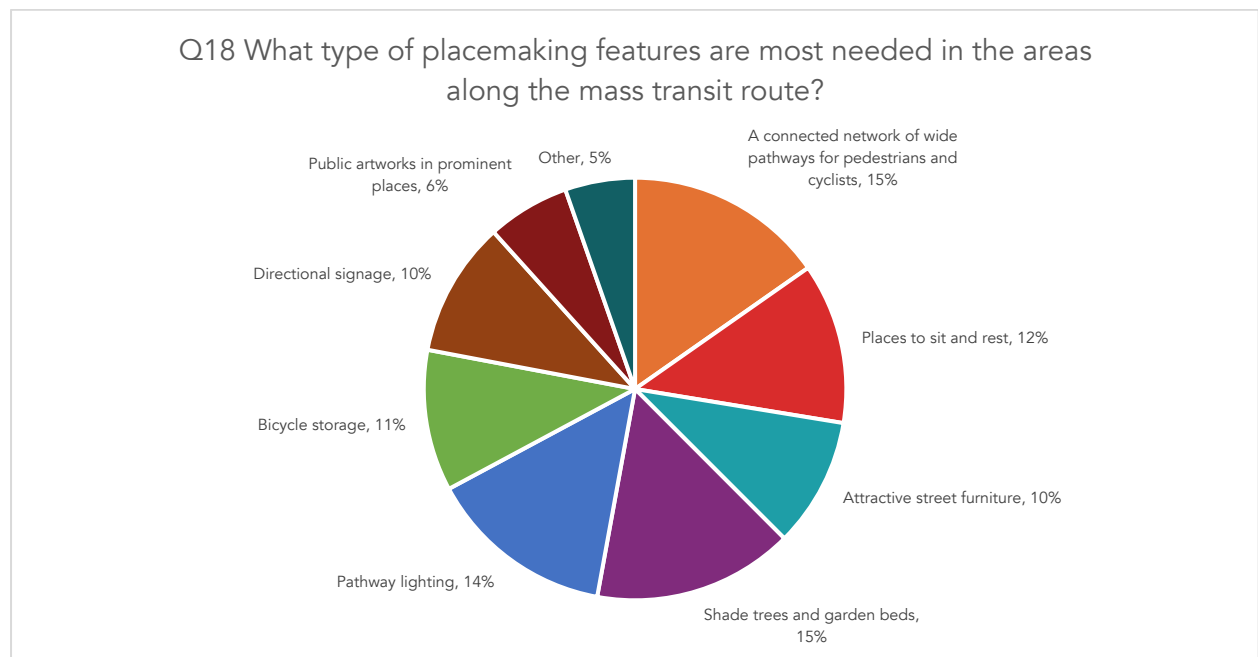- Light rail supports density
- Population

Examples:

- "Sticking units along the corridor will be horrendous"
- "No mass transit along coastal corridor"
- "Restrict urban development in Sunshine Coast Regional Council"
- "I don't want the coast to get any busier"

These qualitative results reflect themes expressed in the wider media and other public discourse surrounding this project.

Q18 What type of place making features are most needed in the areas along the mass transit route?

Participants were asked to select from a list of placemaking features that were most needed in the areas along the mass transit route. The options that received the highest responses were "shade trees and garden beds" and "a connected network of wide pathways for pedestrians and cyclists". All other options received similar support, with public artworks in prominent places receiving the lowest response and 5% of participants chose "other".

Q18 What type of placemaking features are most needed in the areas along the mass transit route?

- A connected network of wide pathways for pedestrians and cyclists, 15%
- Places to sit and rest, 12%
- Attractive street furniture, 10%
- Shade trees and garden beds, 15%
- Pathway lighting, 14%
- Bicycle storage, 11%
- Directional signage, 10%
- Public artworks in prominent places, 6%
- Other, 5%

The "other" responses were analysed using NVivo software, revealing the following key themes.

Beach (507 references in word count). Themes commonly associated with this word.

- Protect the beach
- Access to the beach
- Prevent barriers to the beach

Examples:

- "Must not deface beautiful beach landscape"

Transit (201 references in word count). Themes commonly associated with this word.

- General opposition to route

Example:

- "There should be no mass transit or high density living near beach"

Q19 Thinking about where you live, work, or visit in the Urban Corridor, what are the things that make these places special? When creating a mass transit system, what should we include in the design of our streets and public spaces that would make them special?

Qualitative data provided by respondents was analysed using NVivo software revealing these key themes.

Beach (750 references in word count). Themes associated with this word.

- Protect beach amenity
- Easy access to beach
- Green spaces

Examples:

- "Include easy access to the beach and parks that provide shade"
- "Opportunities to ride along the beach"

Coast (590 references in word count). Themes associated with this word.

- Natural beauty defines the coast
- Attractive walking routes, artwork and lighting

Examples:

- "Design streets to suit the coast and its history, have plaques."
- "Get rid of concrete"
- "Aboriginal recognition"
- "Landscape that makes the Sunshine Coast what it is"

Council officers also reported that ideas such as shade trees, bike parking, green spaces were frequently mentioned at pop-up events. These were also strong themes in the deliberative activities. Please refer to the analysis of these activities for more detail on these results.

Q20 Stories are a powerful way of understanding the significance of places, why they matter and how they are valued by the community. Do you have a story about a memorable experience or place in the Urban Corridor that you would like to share?

The outcomes of this question will inform ongoing land use planning for the coastal corridor, which will support the preparation of a land use strategy that is reflective of the community's position for the Detailed Business Case, as well as future planning and placemaking processes.
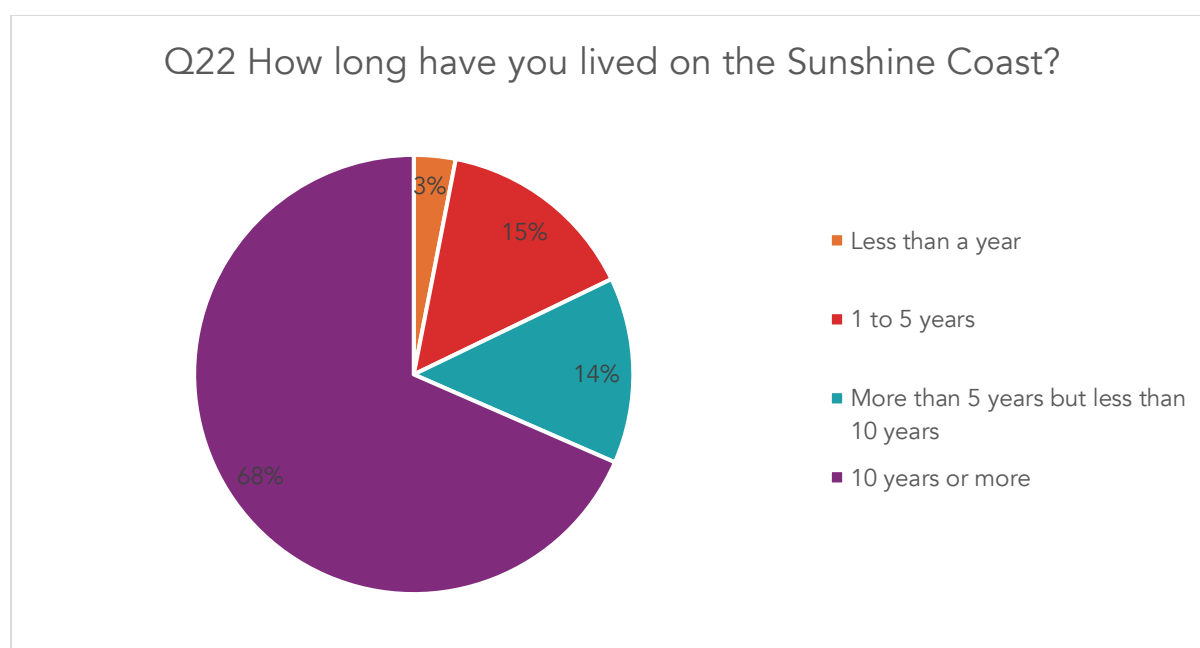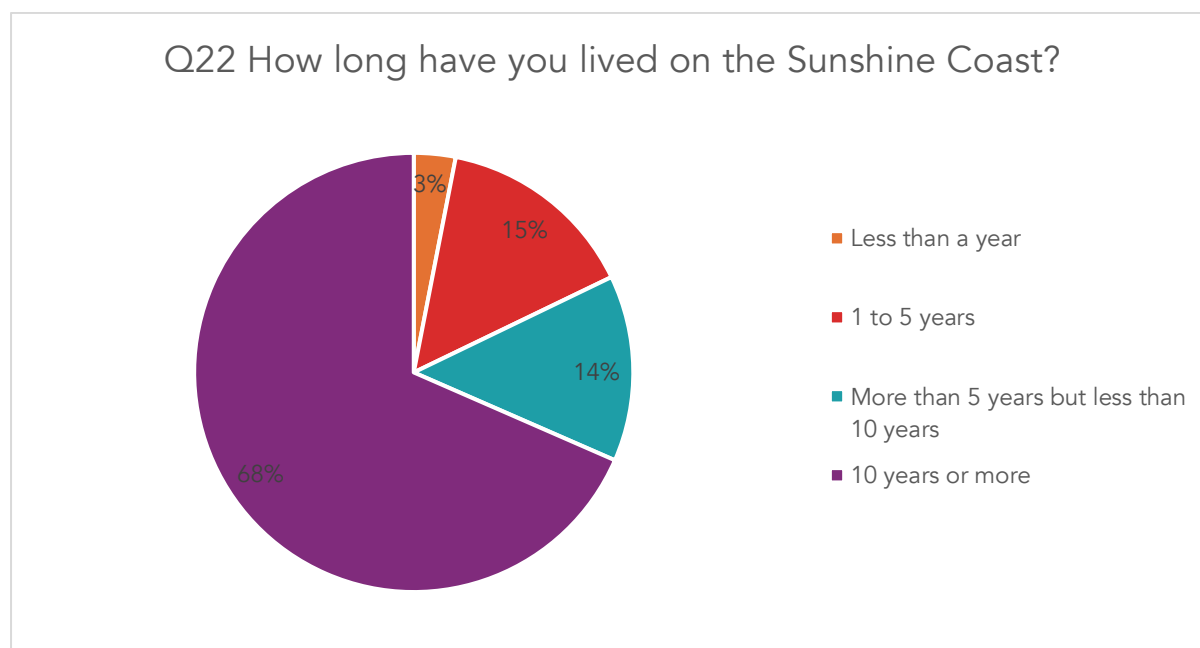
The stories are listed in Appendix 13.

Q21 Your connection to the Sunshine Coast
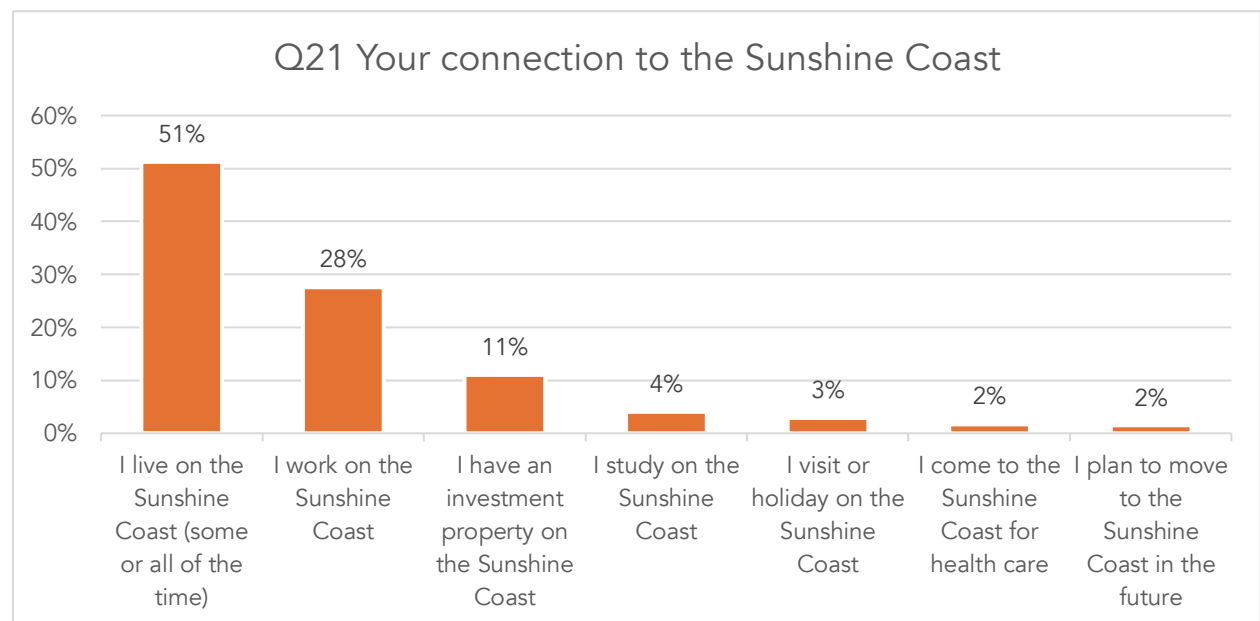
Most respondents (79%) live or work on the Sunshine Coast.

Q22 (If you live on the Sunshine Coast) How long have you lived on the Sunshine Coast?

Q22 How long have you lived on the Sunshine Coast?

Q22 How long have you lived on the Sunshine Coast?

Most survey respondents have lived on the Sunshine Coast for more than 10 years.
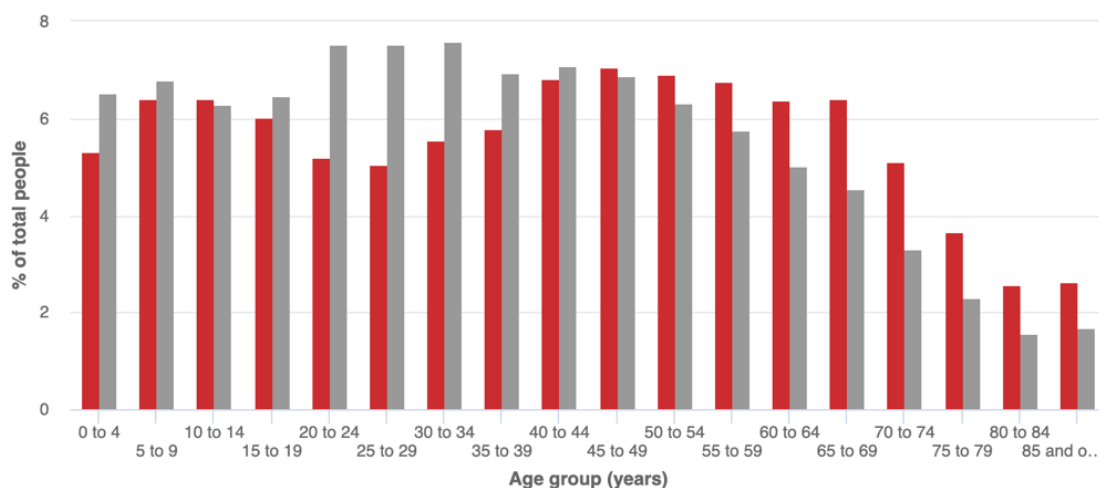
Q23 What age group are you in?
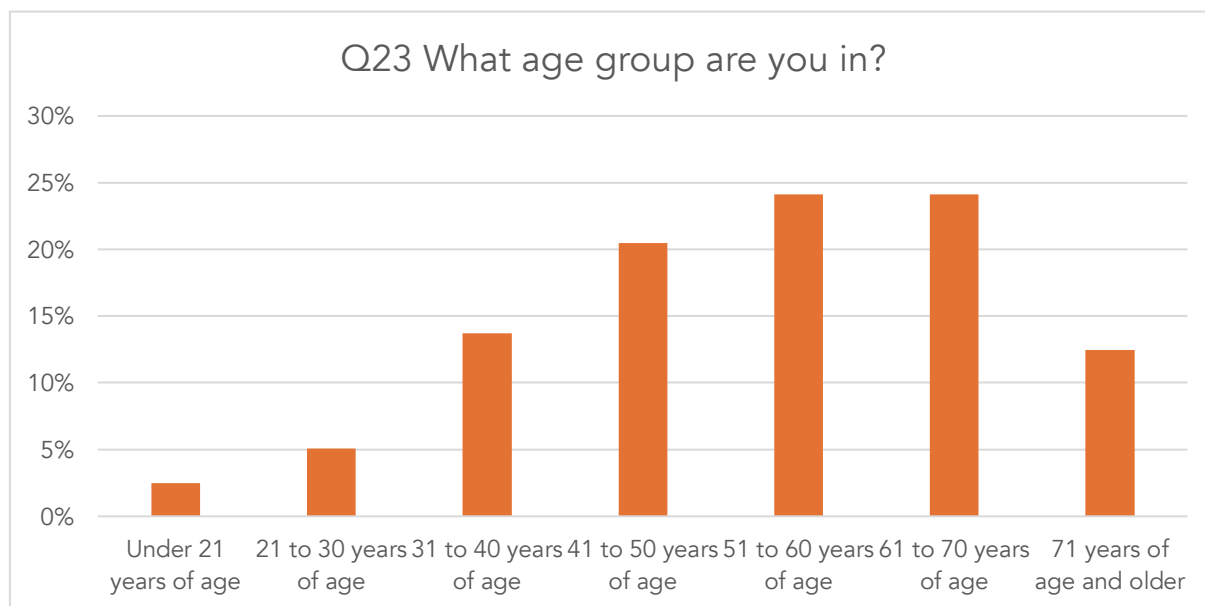
More than half (61%) of all respondents are over 50 years old.

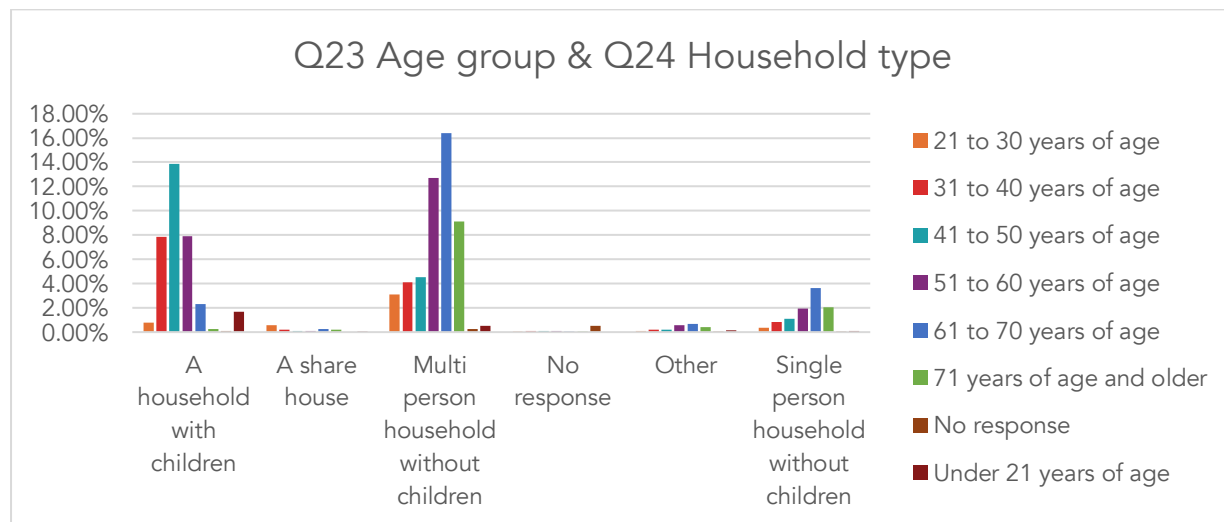The 2016 census recorded two five-year age group peaks:

- 4 to 20 years of age
- 40 to 65 years of age

Respondents over 50 years old appear to be overrepresented in this sample.

Q24 Household type

Multi person household without children accounted for just over half (51%) of survey responses.

These results were cross tabulated with age.

Q23 Age group & Q24 Household type

Most of the households with children are aged 31 to 60 years of age (30% of all responses) and most of the multi person households without children are aged over 51 years of age (38% of all responses).

Household type, 2016
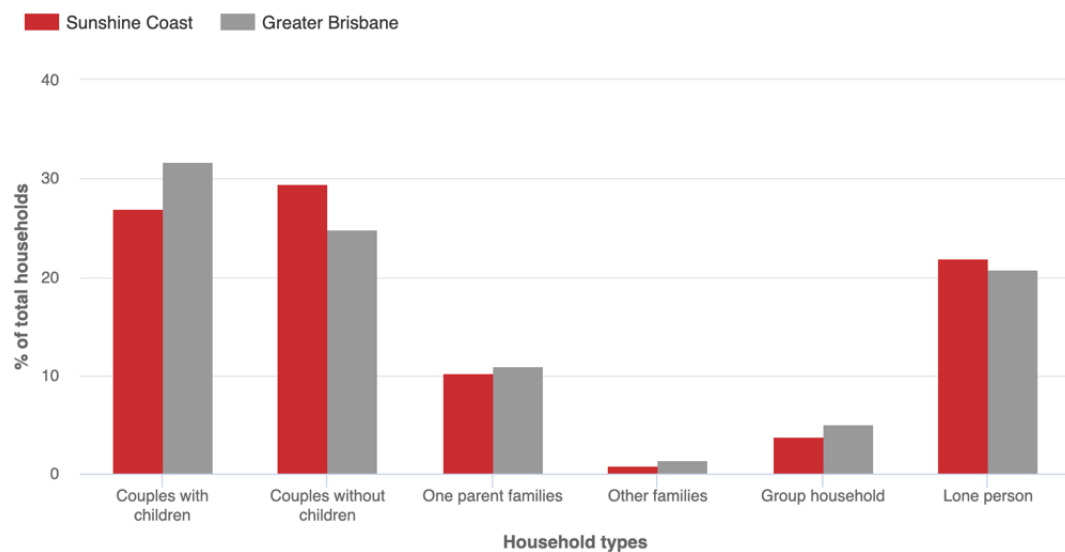
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

The 2016 census also observed more households without children than with, however:

- The census recorded a significantly higher number of lone person households (20.8% compared to the survey's 10%)
- The census also saw a much smaller difference in between multi-person households with and without children (only 2.5% compared to the survey's 16%)

Q25 Do you identify as a Traditional Owner, Aboriginal or Torres Strait Islander?

Q25 Do you identify as a Traditional Owner, Aboriginal or Torres Strait Islander?

Category	Percentage
Yes	2%
No	96%
No response	2%
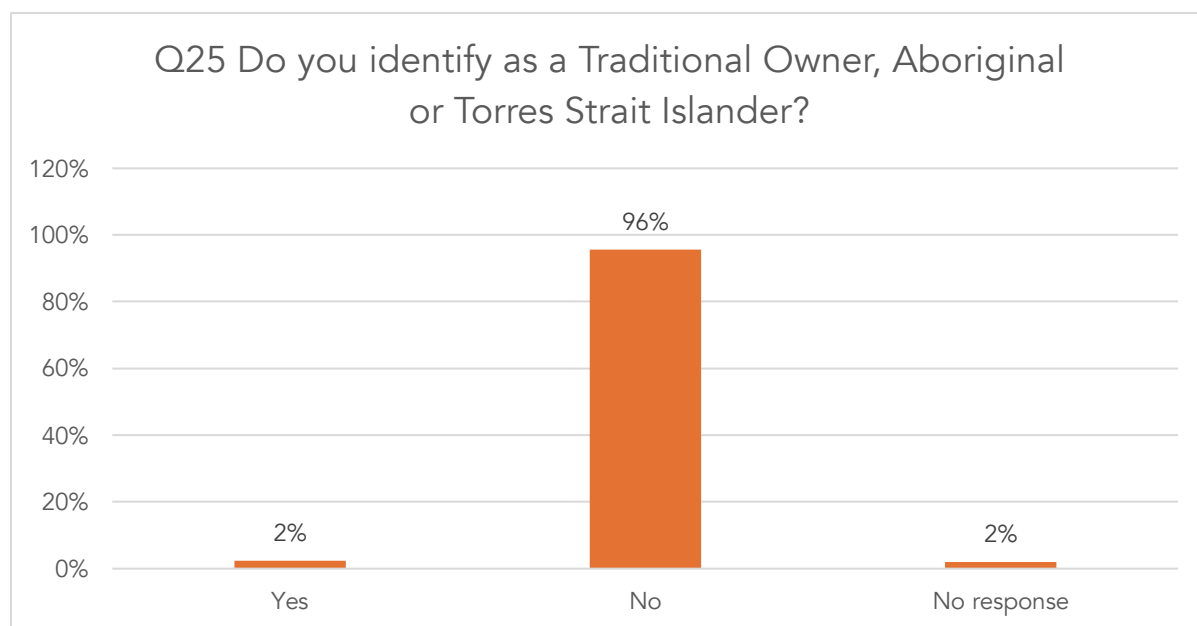
Results show 2% of respondents identified as a Traditional Owner, Aboriginal or Torres Strait Islander compared to 1.9% who self-identified in the 2016 census.

Q26 Do you identify as having a disability?

Category	Percentage
Yes	6%
No	93%
No response	1%
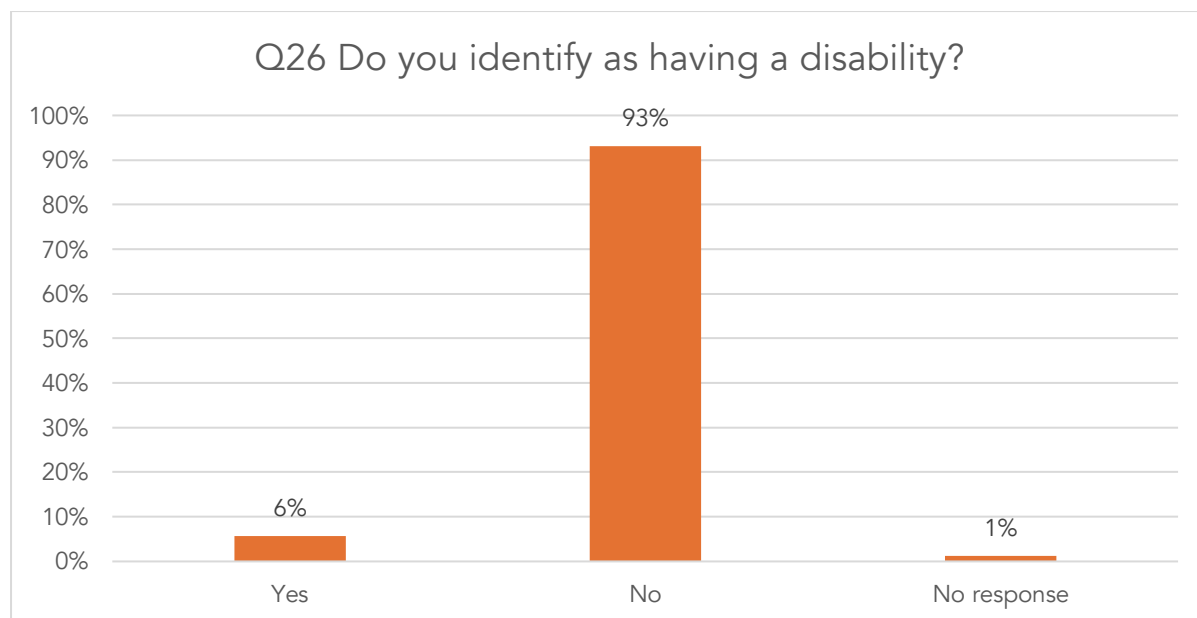
Results show 6% identified as having a disability compared to 5.7% who identified as needing help in their day-to-day lives in the 2016 census.

Observations

Although participation from those with a disability or who have a traditional connection with Country was low, it reflected the Coast's demographic profile.

Participation from younger people, families with children, and people living by themself is underrepresented in the survey responses. Participants over 50 years old and living without children are overrepresented in the survey sample.

Enquiry by Design workshop

Key findings

All participants valued the Sunshine Coast's lifestyle, environment, and community connections.

Participants reported concerns about a significant increase in population growth and traffic congestion. They also reported much greater use of active transport modes now compared to 20 years ago and also reported changes in transport technology.

When asked to distil what principles should underpin the coastal corridor's mass transit system and urban form, participants said:

- The mass transit system should meet needs of diverse users
- The mass transit system should be iconic and designed to reflect the Coast's places and spaces
- High density is appropriate in some locations, but design is important
- The Coast's lifestyle and amenity should be protected

When asked to plan what a mass transit station should look like every group of participants:

- Increased density and activity near mass transit station,
- Linked mass transit to other transport modes including active transport modes
- Included an opportunity for community and business activation
- Included public open spaces

Participation

A total of 28 attended an Enquiry by Design Workshop on Thursday June 17, 2021. This activity was originally planned to run over two days, however a pandemic lockdown required condensing this activity to a single day.

Sunshine Coast Council approached a wide variety of community, business, environmental and other interest groups to participate in this workshop and the attendees reflected a broad range of views, interests and needs. Most participants were Sunshine Coast residents however, some members of the interest groups included Sunshine Coast residents, people who live in other parts of the state and who elected to send a senior delegate or a

representative who did not live on the Sunshine Coast. One such group was the Rail Tram and Bus Union who represent the interests of public transport workers, many of which live or work on the Sunshine Coast.

Those who attended this workshop participated in a series of table-based discussions. They provided comments through:

- Discussion and questions
- Live poll software (Mentimeter)
- Worksheets
- Graphic engagement activities

Participants worked in five mixed groups.

Discussion topic 1: Sunshine Coast values

At their tables, participants discussed what they valued most about their lifestyle on the Sunshine Coast. Their comments were documented by table hosts on worksheets. These comments were synthesised to identify the following themes.

Key themes

- Lifestyle
- Relaxed
- Access to open space
- Sustainable living
- Family oriented
- Connection to nature
- Access to beach and mountains
- Outdoor lifestyle (cycling opportunities, longboarding and beautiful walks)
- A place that kids want to call home and come back to

Value 1: Environment

- Agreeable climate
- Surrounded by nature
- Lack of pollution
- Beaches
- Landscape and natural assets
- Urban biodiversity
- Native vegetation

Value 2: Community and culture

These community and cultural ideas promote settlement patterns that allow people to stay in place.

- Social connections
- Close community
- Healthy active community
- Generosity
- Can strike up a conversation
- Well-designed places and spaces

Value 3: Services

- Accessible services
- Access to education
- Transport connections

Discussion topic 2: What has changed over the past 20 years?

Attendees participated in a room discussion and gave their feedback through 'Mentimeter' live polling software.

The combined feedback was analysed revealing the following key themes:

- Congestion (increased number of vehicles on the road)
- Upgraded roads (dirt roads have become bitumen, roundabouts, and improved highways)
- Increased active transport (bikes, e-bikes, and e-scooters)
- More transport options (Uber, automated vehicles)
- Population growth and increased beach use
- Sunshine Coast airport
- New community centres and facilities (Create Caloundra and library arts centre)

Discussion topic 3: Urban Futures Collage

Each table was given a large detailed map of the Sunshine Coast. They were also provided a range of pictures, scissors and glue. Their task was to select and paste images that described their preferred future urban forms and placemaking elements. A wide variety of housing images were provided including single storey homes, townhouses and units. A wide variety of urban design elements were provided including streetscapes, trees, beach landscapes, bicycle paths, entertainment, dining, commercial offices and more.

At the close of this activity each table was asked to articulate the key themes described by their collage.

Key themes

Table 1

- Density transition (from stations and larger centres)
- Respond to mass transit environment
- Address all transport modes
- Sub-tropical connections (shady, cool pathways)
- Accommodate diverse needs of passengers
- Housing equity
- Sensitively integrate infrastructure and built form into existing urban areas
- Provide density around the stations
- More height around larger centres

Table 2

- 'Green everywhere'
- Story telling
- Natural materials
- Family activities
- Health and well being
- All ages/abilities
- Connected
- Mass transit route offers diverse views of iconic locations (e.g. Alexandra Headland)

Table 3

- Bring green space into development
- Good high-rise development in the CBD (Central Business District)
- Specific restrictions on height to suit local conditions
- Bikes and surf boards on board mass transit
- Drop-off spots such as 'kiss-n-ride' enroute
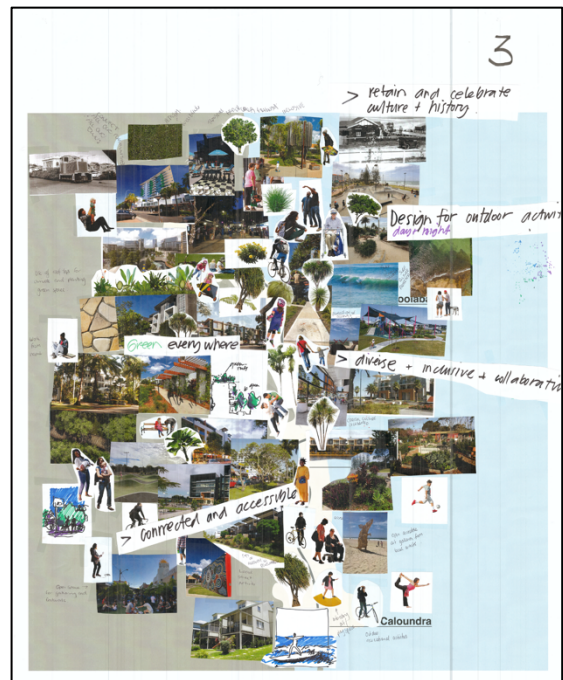- Affordable living

Table 4

- Art, beauty, and community
- Design
- Connect the hinterland with the coast
- Trees, and the past
- USC (University of Sunshine Coast) and retirement villages – access
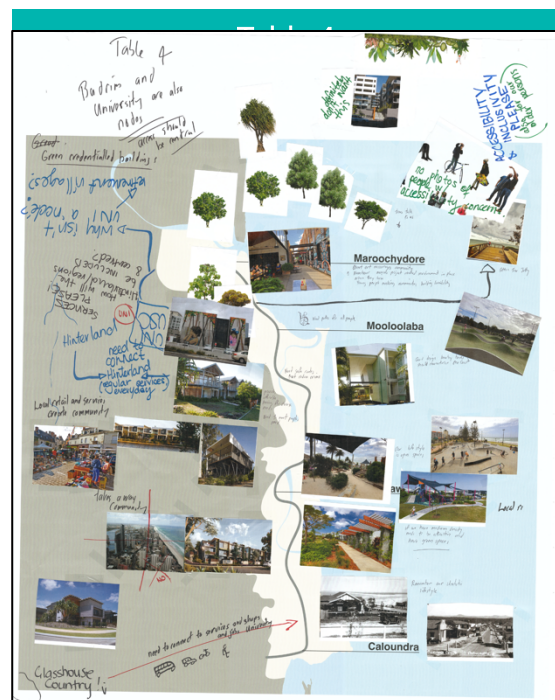- Green buildings

Table 5

- Varied built form
- Increase natural assets – integrated with development
- Streetscape – timber and vegetation
- Ageing in place
- Transport connections – many solutions