

Transport Community Reference Group

Date: **Tuesday, 10 November 2020**

Time: **9.30 – 11.30 am**

Location: **Council Chambers - Cnr Currie & Bury Streets, Nambour / MS Teams**

Attendance:

Paul Camilleri	University of the Sunshine Coast
Greg Smith	Organisation Sunshine Coast Association of Residents
Eli ten Dam	Suncoast Cabs
Ann Marie DeRose	University of the Sunshine Coast
Narelle McCarthy	Sunshine Coast Environment Council
Ryan Hollis	Community member
Liz Harris	Community member
Paul William-Smith	Community member
Cr Rick Baberowski (Chair)	Division 1, Community Portfolio – Arts, Heritage, Transport
Nick Cooney	Manager, Transport and Infrastructure Planning
Rodney Zinn	Co-ordinator, Traffic and Transportation
Matt Pitot	Senior Planner, Transport Strategy & Policy
Nigel Walker	Team Leader, Travel Behaviour Change
Connie Gore	Project Officer, Travel Behaviour Change
Ken Deutscher	Project Manager Mass Transit

Apologies:

Cr Winston Johnston	Division 5, Service Excellence Portfolio
Tom Jamieson	Group Executive, Built Infrastructure
Don Pitt	Manager, Transport Infrastructure Management
George Pegoraro	Co-ordinator, Transport Strategy & Policy
Megan Cawkwell	Senior Traffic Engineer
Clark Chappel	Suncoast Cabs
John O'Brien	Sunbus
Grace Willems	RACQ
Susan Scott	Community representative
Mary Barber	Community representative
Paul Fisher	Regional Development Australia
Robyn Elkoje	BE
Russell Johnson	Community representative

1. Welcome & Apologies

Cr Rick Baberowski (Chair) opened the meeting and welcomed members. Apologies were noted as above.

2. Members' Issues (all members)

- 2.1. We might be seeing a generational transition post COVID-19, it's a good time to think about the transport network and focus on behaviour change and education.
- 2.2. The Bells Creek Arterial Extension announced by the State Government to bring forward critical road infrastructure delivery to serve Caloundra South and broader urban corridor is a good outcome for the region. Now that Caloundra South has a labour State Elected Representative, there may be further opportunities to realise much needed focus and investment in the region.
- 2.3. **Action:** Invite a Brisbane City Council representative to come and speak to the TCRG on the acquisition of Electric Buses in its fleet, including Brisbane Metro.
- 2.4. **Action:** Invite RACQ through Grace Willems to provide the TCRG an update on the electric vehicle trial in Redland Bay region.
- 2.5. Coastal Hazard Adaptation Strategy is currently out for consultation. TCRG look forward to the results and outcomes of consultation with a view to infrastructure delivery and projects.

- 2.6. **Action:** Determine if an officer can present to the TCRG on what impact transport infrastructure may have on coastal management strategies. Are there location specific vulnerabilities to transport infrastructure provision?
- 2.7. Montville / Maleny Chambers of Commerce note the lack of pathway connectivity in region. Opportunity to target active transport with community and visitors. Huge visitations to Kondalilla Falls but no way to walk back to Montville. Is there a strategic view of walking and cycling pathways on the range and connections down to the Coast?
- 2.8. \$6.5M active transport investment on B2N will provide a platform to deliver better connectivity. (Cr Rick)
- 2.9. **Action:** Invite Peter Duffy and / or Kurt Martin to speak to the TCRG about the size of the challenge and the opportunity for improved active transport connections in the hinterland. Discuss what is the infrastructure priority list for pathways and cycleways in the hinterland?
- 2.10. Significance of e-bikes are particularly suitable for the region with older demographic and terrain. Council applied for Infra+ Program grant to promote active transport and target senior clientele with e-bikes. Approx \$30k grant that will need to be matched by Council.
- 2.11 Note the Sunshine Coast Environment Council was oversubscribed with e-bike trial.

3. Travel Behaviour Change Program (TBCP) update (Matt Pitot)

- 3.1 An update on the TBCP was provided outlining the three phases of the project:
 - Agree the approach – complete
 - Develop the package – underway
 - Produce the plan – schedule for completion mid 2021
- 3.2 Develop the package is the current focus with targeted community engagement including:
 - Over 50 key stakeholders engaged to help problem solve together
 - Deep listening to the community to understand the problem and identify enablers for change through 120 hours of community listening
 - Understand the travel patterns of 225 citizens
 - Targeted focus groups
 - Online community of over 300 citizens to refine and validate the initiatives.
- 3.3 **Action:** MP to present at next TCRG on the draft initiatives generated through the stakeholder and co-design workshops and how it's being reviewed in light of deep community listening and testing.
- 3.4 Stakeholder bias is dealt with through the depth and breadth of community engagement and testing of ideas through focus groups, online community and further co-design.
- 3.5 The initiatives will remain relevant through ongoing evaluation and monitoring and possible ongoing community feedback to ensure value for money and greatest impact.

4 Shared Pathway Behaviours overview and survey results (Nigel Walker)

Nigel Walker gave an overview of the Share the Path campaign including evaluation results and key findings of the survey. Interesting points were:

- Due to a significant increase in user complaints regarding behaviours on the Coastal Pathway Council's Travel Behaviour Change team responded with a public awareness campaign called "Share the Path" that was run throughout July and still has a presence on the pathways.
- The campaign was tailored to address a range of behavioural issues through Facebook, radio and print advertising and at targeted hot spot locations with the use of pavement stickers.
- A post campaign intercept survey of 382 pathway users was conducted from Saturday 12 September to Friday 18 September.
- An independent consultant has since analysed the data and provided some insight to the user groups and their believed perception of other users behaviours on the pathways.
- The findings indicate that whilst path users say that they personally are aware of others on the path and give way to others, there is a general perception that there is room for improvement amongst approximately one in three path users.

- Cyclists were identified as the main group that needed to improve their path sharing behaviours and this finding further confirms the issues identified in the complaints.
- A focused campaign is needed for cyclists and joggers to alert those in front. 69% of cyclists / joggers mostly or always sound an alert however 31% which is a relatively significant proportion generally do not.
- It was also identified that:
 - Some identified gaps in key messaging.
 - Pavement messaging not as clear as expected in terms of colour use / contrast.
 - Radio and Facebook announcements did not have the impact expected with 88% of users saying they did not hear or see anything or did not recall the ad campaign.
- The report can be shared with business groups once it has been finalised.
- A member commented there is a need to balance emotional responses with data collection results / conduct pathway user observations.
- A member commented the possible use of speed cameras (as used on road network) to aid with a higher regulation of speed.
- A member commented it is good to learn about people's behaviours to help with better design and communication strategies.

5 Bus Stop upgrades - to be rescheduled for the next meeting.

6 Sunshine Coast Mass Transit Project update (Ken Deutscher)

Ken Deutscher (Project Manager Mass Transit) provided an update on the project including timing, upcoming community consultation in 2021, the need for action, potential modes and possible sequencing.

Discussion points included:

- Project is currently in the process of developing the second phase of the Business Case, which focusses on Options Analysis.
- Mass Transit solution is an important element of the plan to protect the lifestyle that we value as we grow as a region.
- Expectation that if the preferred solution is either Bus Rapid Transit or Light Rail Transit, the power source will be fully electric with power most likely sourced by purchasing renewable energy from the grid.
- Integration of built form with preferred mass transit – any change in land use through consolidation is required by law to occur through amendment to or a new Planning Scheme. There will be a strong focus on how the integration of good design is built into the product to ensure quality urban form outcomes throughout the corridor.
- Mass Transit will deliver benefits for the whole region, helping to manage urban sprawl and its impacts across the region.
- In terms of possible COVID-19 legacies, it's too early to be sure about its effect on travel demand, however work from home will most likely be a good thing for managing peak demand. Early evidence suggests people are getting back to normal in terms of their social and travel habits, but the future of work may change. This will likely be accurately tested in the detailed Business Case, if we proceed to that stage. The new normal may actually result in more cars on roads in the region based on more people wanting to move here to escape the cities.
- A member commented it would good for the assessment framework to be flexible enough to adapt to speed of change, changing habits, changing routes. This is true but must be matched against the need for moving high volumes of people to restricted places like city centres. Most people walk to public transport so it's advantageous to concentrate origins and destinations in its walking catchment.
- Mass Transit Options analysis is about making the corridor a better place, urban form and place making, not just the transport technology.

- Member comment regarding existing community amenity and environmental values need to be considered as part of the assessment process, as well as planning for the future.
- Park-n-Ride has been considered in suitable locations on the mass transit routes as well additional sites being investigated as part of an overall PT network.

7 General Business

7.1 B2N Environmental Impacts - Need to better understand the B2N environmental impacts and proposed mitigations to ensure they are adequate.

Next meeting – Suggested dates for 2021 to be advised.