

# Mass transit proposal

Presentation to the Transport Community Reference Group – 11 August 2021

OSCAR Inc

Organisation Sunshine Coast Association of Residents

# Introduction

- ▶ OSCAR wants to make a positive contribution to the Mass Transit Project (MT) and the provision of public transport on the Sunshine Coast.
- ▶ We remain concerned that the MT Project is all about land-use transformation in the urban corridor (and the potential for re-zoning for higher density development) and appears that it was never about public transport for the region.
- ▶ Good public transport is important, and the community sees it as important, to provide an alternative to car use across the region.
- ▶ The Council is doing good work to improve transport infrastructure that falls under its responsibility, eg bus stop upgrades, cycleway/pathway upgrades, etc but more is needed.
  - ▶ Note: We recognise that councils are not responsible for the provision of public transport which remains predominately with the State.  
(This should not be used as an excuse for doing nothing however.)

# OSCAR position on the SCRC MT proposal

- ▶ OSCAR does not support the SCRC's five preferred transit options.
- ▶ OSCAR does support an option that provides region-wide bus service enhancements operating on new and existing routes with greater frequency, more direct routes and better connections but also incorporating the provision of new technology including a more modern and agile bus fleet.
- ▶ Any plan should also incorporate the future development of transport along the CAMCOS route. We note that heavy rail is not the only option along this corridor.
- ▶ In OSCAR's view, our proposal represents an immediate and affordable solution for staged improvements to public transport in the region with an investigation of CAMCOS as a **concurrent stage** also supported.



# OSCAR's position ...

- ▶ We believe the Council should review the Draft Options Analysis Report (OAR) before it progresses to the State Government to incorporate:
  - ▶ more rigorous testing of the assumptions in the draft report and a review of the appropriateness of weightings given to increased densities in the coastal corridor in assessing the comparative performance of options
  - ▶ consideration of impacts of a mass transit solution in the Urban Corridor including selected transport specific items from OSCAR's submission:
    - ▶ availability of Federal and State funding and the likely extent and quantum of any Council contribution (ie ratepayer contribution)
    - ▶ implications of TMR's plans for the region – eg the Mooloolah River interchange, additional Kawana Way lanes, and planned additional road south from Maroochydore
    - ▶ implications of the full range of environmental impacts along the coastal corridor
    - ▶ developments in transport infrastructure and MaaS\* services (eg University of Queensland's ODIN PASS app trial), rental e-bikes and e-scooters etc
    - ▶ Olympics 2032 infrastructure requirements on the Sunshine Coast
    - ▶ connectivity with the regional transport system and role in the regional transport strategy (road, rail, other public and active transport elements)

\* **Mobility as a Service (MaaS)** integrates various forms of transport services into a single mobility service accessible on demand. A MaaS operator facilitates a diverse menu of transport options to meet a customer's request, be they public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination thereof.



# OSCAR activities informing this presentation

- ▶ OSCAR briefing to members re Mass Transit proposal - 10 February 2021
- ▶ Council briefings with individual member groups - February to June 2021
- ▶ OSCAR presentation to Council re Mass Transit proposal - 19 May 2021
- ▶ Ongoing discussions between OSCAR member groups
- ▶ OSCAR participation in place-making activities
- ▶ OSCAR Special Meeting re response to Mass Transit proposal - 14 June 2021
- ▶ OSCAR submission to Council's Mass Transit proposal – 22 June 2021
- ▶ OSCAR workshop – Saturday, 17 July 2021

***OSCAR intends to continue its advocacy role on this issue***



# OSCAR Mass Transit Workshop on 17 July

- ▶ Members considered 3 questions:
  - ▶ ***1. Given the Mass Transit project should be about increasing the use of Public Transport (PT) - "how do we get people out of their cars?"***
  - ▶ ***2. What specific things relating to Public Transport (PT) infrastructure and service upgrades would you like to see occur on the Sunshine Coast? (NB Considered, achievable and affordable).***
  - ▶ ***3. How do you think we could get there?***



# Workshop conclusions

- ▶ Across all three questions the solution/s that rated as most important now are:

## **Short term (0-2 years)**

- ▶ Express bus and dedicated bus lane trials with greater connectivity of services (the focus of this presentation)

## **Medium term (2-5 years)**

- ▶ Further detailed investigation of CAMCOS (to align with the SEQ Regional Transport Plan and quantifying of the benefits that will accrue from the successful Olympic 2032 bid)

## Issues considered

- Each of the Options Analysis Report (OAR) preferred options have a long timeframe for implementation and the SCRC needs to be doing something now if it is truly concerned about reducing the ongoing cost of congestion:

Without intervention, the annual cost of congestion in the Sunshine Coast Urban Corridor could almost treble by 2041. The cost of congestion is:

- \$350 million per annum for the Sunshine Coast Urban Corridor from Maroochydore to Caloundra, rising to \$2.2 billion in 2041 (nominal cost)
- \$160 million per annum for the Sunshine Coast Urban Corridor from Maroochydore to the Sunshine Coast University Hospital (SCUH) precinct, rising to \$1 billion in 2041 (nominal cost).

(Source: Draft OAR, p 20)



## Issues considered ...

- The community cannot wait until 2027 (and almost certainly longer than that now) for something to be implemented:

Periods by stage	
Preliminaries	
QBC	1 July 2020 – 30 June 2025
TT	1 July 2020 – 31 March 2024
BRT	1 July 2020 – 31 July 2024
wLRT	1 July 2020 – 31 March 2024
LRT	1 July 2020 – 31 March 2024
Construction period	
QBC	1 July 2025 – 30 June 2027
TT	1 April 2024 – 31 January 2027
BRT	1 August 2024 – 30 June 2027
wLRT	1 April 2024 – 30 June 2027
LRT	1 April 2024 – 30 June 2027
Mobilisation period	
QBC	N/A
TT	1 July 2023 – 30 June 2027
BRT	1 July 2023 – 30 June 2027
wLRT	1 July 2023 – 30 June 2027
LRT	1 July 2023 – 30 June 2027
Operations period	
QBC	1 July 2027 – 30 June 2057
TT	1 July 2027 – 30 June 2057
BRT	1 July 2027 – 30 June 2057
wLRT	1 July 2027 – 30 June 2057
LRT	1 July 2027 – 30 June 2057

(Source: Draft OAR, p 284)

# Issues considered in determining OSCAR's proposal

- ▶ OAR refinement will take some time – particularly if community feedback is carefully considered and incorporated into the final report. This will lead to an extension of the timeframes outlined in the OAR as shown on the previous slide.
- ▶ Funding for the Council's preferred option (ie light rail) needs to come predominately from the State and the Federal Governments but will require a significant contribution from the Council – unless it is to be funded exclusively through a Private Public Partnership (PPP) which seems unlikely given the ITS projected no private investment for SC light rail as it was then called (ITS Figure 1 – page 9).
- ▶ The public position of local State LNP members may have little impact on the likelihood of State funding, but that of the 2 Federal members, particularly the Member for Fisher, makes the likelihood of Federal funding remote at this stage.

## Issues considered ...

- ▶ There needs to be recognition of the considerable traffic movement between the SCRC and Noosa LGAs – something referred to, but not adequately addressed, in the Options Analysis. The only significant acknowledgement of this is a reference to the North Coast Regional Transport Plan.
  - ▶ We note that the Sunshine Motorway carries more than 30,000 vehicles each day between Maroochydore and communities like Noosa and Eumundi according to recent statements from the Minister for Transport

### A2.24 Noosa to Maroochydore public transport planning

Investigate providing a high-frequency public transport and bus priority measures from Noosa to Maroochydore.

(Source: Draft OAR, p 64)

## Issues considered ...

- ▶ The high cost of the Council's preferred solutions means we should be exploring solutions that mitigate this cost (and move the responsibility for it to the State) - the community wants to see some lateral thinking and consequent action from the Council on public transport in the short term even though we know the Council is not responsible for public transport (However, we note Noosa Council's free bus initiative at Christmas and Easter periods as an indication that councils can act in this space if they choose to do so).
- ▶ The extent to which the successful Olympic bid can be leveraged to provide lasting improvements in regional connectivity.

**>> *The SCRC cannot afford to “do nothing” in the interim.***

# OSCAR's proposal

- ▶ Undertake an extended trial of new express public transport routes on dedicated bus lanes (where possible) initially using existing buses, but then implementing emerging bus technology (eg electric, hydrogen or solar – the actual energy source is irrelevant to this proposal provided it is based on renewable energy sources and zero emission vehicles).
  - ▶ Hopefully this will articulate into a more permanent solution for key transport corridors on the Sunshine Coast.
- ▶ Recent and relevant initiatives:
  - ▶ We note Kinetic's commitment to eBus technology generally and their proposed trials in Cairns and the Gold Coast specifically.
  - ▶ We also note the recent announcements about hydrogen powered vehicles and the involvement of a Sunshine Coast business.
  - ▶ TransLink routes 40 & 50 (Brisbane City Loop) and route 587 (Logan Coaches - Yarrabilba to Loganlea Station) which are, or soon will be, using electric buses.



# Proposal ...

K/NET/C

about us


expertise

brands

people

abus

media



**eBus network**  
100% ELECTRIC


We're growing Australia and New Zealand's greenest bus network.

60 electric buses are on their way – and we're working with our partners to introduce even more.

To us, it's not just necessary. It's the right thing to do.


It's what our passengers and communities want, and what our planet needs.

Our road to zero emission buses




**Auckland**  

Kinetic operates a fleet of electric buses for Auckland Transport as part of the new AirportLink service to Auckland Airport.




**Christchurch**  

From 2021, Kinetic will operate a fleet of electric buses in Christchurch as Environment Canterbury transforms the public transport experience.




**Cairns**  

We're working with the Queensland Government to bring zero emissions buses to major regional communities including Cairns from 2021.



**Adelaide**  


We're helping Adelaide Airport become the first airport in Australia to introduce a fully electric bus fleet for airside and landside.



**Gold Coast**  

We're working with the Queensland Government to introduce electric buses to the Gold Coast in 2021.

(Source: Kinetic website)



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# Proposal ...

Cairns commuters will enjoy a first-hand glimpse of the future with the Queensland Palaszczuk Government partnering with Kinetic's Sunbus to trial five battery electric buses.

Member for Cairns Michael Healy said the new buses would begin rolling out next year, with each bus able to travel for about 300km for requiring a single charge.

"Under the Palaszczuk Government, Queensland is home to the world's longest electric super highway – and now Cairns will be home to the future of public transport," Mr Healy said.

"With this very important first step it'll mean that by 2030, every new bus being rolled out across Queensland will be a zero-emissions bus.

"We're building more than \$1.45 billion in roads and transport for far north Queensland supporting more than 1,000 jobs, and with the electric bus market continually evolving, I think we'll potentially see new opportunities for local manufacturers to get involved in this space."



(Queensland's Minister for Transport and Main Roads Mark Bailey joins Depot Manager Jacki Crosby and Member for Cairns Michael Healy at Sunbus's Cairns depot).

(Source: Sunbus website)

# Proposal ...



## Media release

**Minister for Energy, Renewables and Hydrogen and  
Minister for Public Works and Procurement**  
The Honourable Mick de Brenni

### Hydrogen-powered vehicles join Queensland's decarbonised transport revolution

Some of Queensland's first hydrogen-powered cars have hit the streets and are revving their way towards a zero-emissions travel revolution.

Hydrogen Minister Mick de Brenni said the arrival of five hydrogen-powered Hyundai NEXOs takes the Palaszczuk Government's fleet of zero-emission vehicles to 60 of a planned 144 electric vehicles in total by years end, backing a sector that is a key part of Queensland's economic recovery plan.

"Transport is Australia's second largest emitter after the electricity sector and every zero emissions car we can put on the road is another customer for Queensland's home-grown renewable energy," Mr de Brenni said.

"We know Queensland has what it takes to produce renewable hydrogen at scale, which is why we're investing in new technology as part of our COVID-19 Economic Recovery Plan.

"These vehicles grow demand for renewable hydrogen, which grows demand for renewable energy, which in turn means we can reindustrialise our economy through cheaper, cleaner power.

"Sunshine Coast business H2H Energy have put together a refuelling station at DAF's Redlands research facility and it's great to have a Queensland business take the lead in this space."

(Source: Media release, 27 July 2021)





## Assumptions underpinning our proposal

- ▶ Express buses stopping only at designated stops with a frequency of no more than 15 minutes in peak periods and 30 minutes otherwise.
- ▶ Express buses and stops to be “branded” in distinctive colour/s in addition to appropriate signage.
- ▶ Extensive multi-media marketing of express bus routes (which could include trials of free services to encourage usage).
- ▶ The start and endpoint of routes that involve Maroochydore to be the Maroochydore CBD transport hub – this will help to reinforce the key role of the CBD.
- ▶ Buses to ideally incorporate Wi-Fi, USB charging ports, flat floor configuration with built-in ramps for wheelchair access and adequate anchor points, sufficient luggage storage where appropriate, etc.

## Assumptions ...

- ▶ All existing routes to be maintained during the trial.
- ▶ Consideration to be given to simple/single zone fare structure with “smart ticketing”.
- ▶ To be funded by the State Government (the provision of any new buses) and the SCRC (for signage, marketing, possible compensation to TransLink for lost revenue from existing services – to be funded from the Transport Levy to show Council’s commitment to the trial).
- ▶ Minimal new built infrastructure, other than additional bus stops, to be constructed during the trial.

Note: OSCAR has made no attempt to cost our proposal at this stage; we do not have access to the relevant financial information that would be required to do so.



## Initial routes proposed

- ▶ **600X** - Maroochydore CBD to Caloundra via SCUH (based on amended existing routes 600 and 611)
- ▶ **620X** - Noosa to Maroochydore via Sunshine Coast Airport (routes 620 and 622)
- ▶ **610X** - Maroochydore to Nambour (Route 610)
- ▶ **605X** - Caloundra to Landsborough (Route 605)
- ▶ **Note:** Details of the proposed initial routes are shown at the end of this presentation

## Other routes/initiatives to be considered

- ▶ Landsborough to Maroochydore via the Sunshine Coast University (based on amended existing route 615)
- ▶ SCUH to SCU loop (route 607)
- ▶ Aura/Caloundra South to Caloundra Station (route 606)
- ▶ Trials of eBikes and eScooters, “on-demand” transport, MaaS initiatives etc

# Advocacy steps to be undertaken by OSCAR

- ▶ SCRC – initially TCRG and then Councillors
- ▶ Noosa Council
- ▶ TransLink/Sunbus/Kinetic
- ▶ State parliamentary representatives – the non-partisan record of OSCAR means we are likely to have credibility with both LNP, ALP and Independent members
- ▶ Federal parliamentary representatives for Wide Bay, Fairfax and Fisher
- ▶ Minister Bailey singly, or via joint representation with some, or all, of:
  - ▶ SCRC and Noosa Council
  - ▶ Government members of parliament
  - ▶ Community representatives
  - ▶ TransLink/Sunbus representatives



# Conclusion

- ▶ OSCAR would be keen to work with Council in any future consideration of MT analysis in its role as the peak community body for the region.
- ▶ The Council's current preferred options are heavily biased towards urbanisation of the coastal corridor and fail to address the transport needs of the region.
- ▶ These preferred options require an implementation timeframe that the region cannot wait for.
- ▶ More cost-effective transport solutions are available NOW and OSCAR believes they would enjoy the support of the community and the other tiers of government.



# Conclusion ...

## ► OSCAR's priority initiatives:

1. Route 600X - this could be a suitable “staging” step should the Quality Bus Corridor (QBC) be the preferred option coming out of the business case process. Even if the QBC is not adopted as the long term mass transit option the OAR already indicates that it could be a staging step to light rail or similar in any case. Either way, any buses purchased under this proposed trial could be redeployed to routes outside the urban corridor when a mass transit solution is adopted for that corridor avoiding any redundancy.
2. Route 620X - this recognises the importance of an express link to/from the Sunshine Coast Airport in both north and south directions.
3. Routes 610X and 605X - for East-West connectivity to key rail stations.



# Questions/feedback?

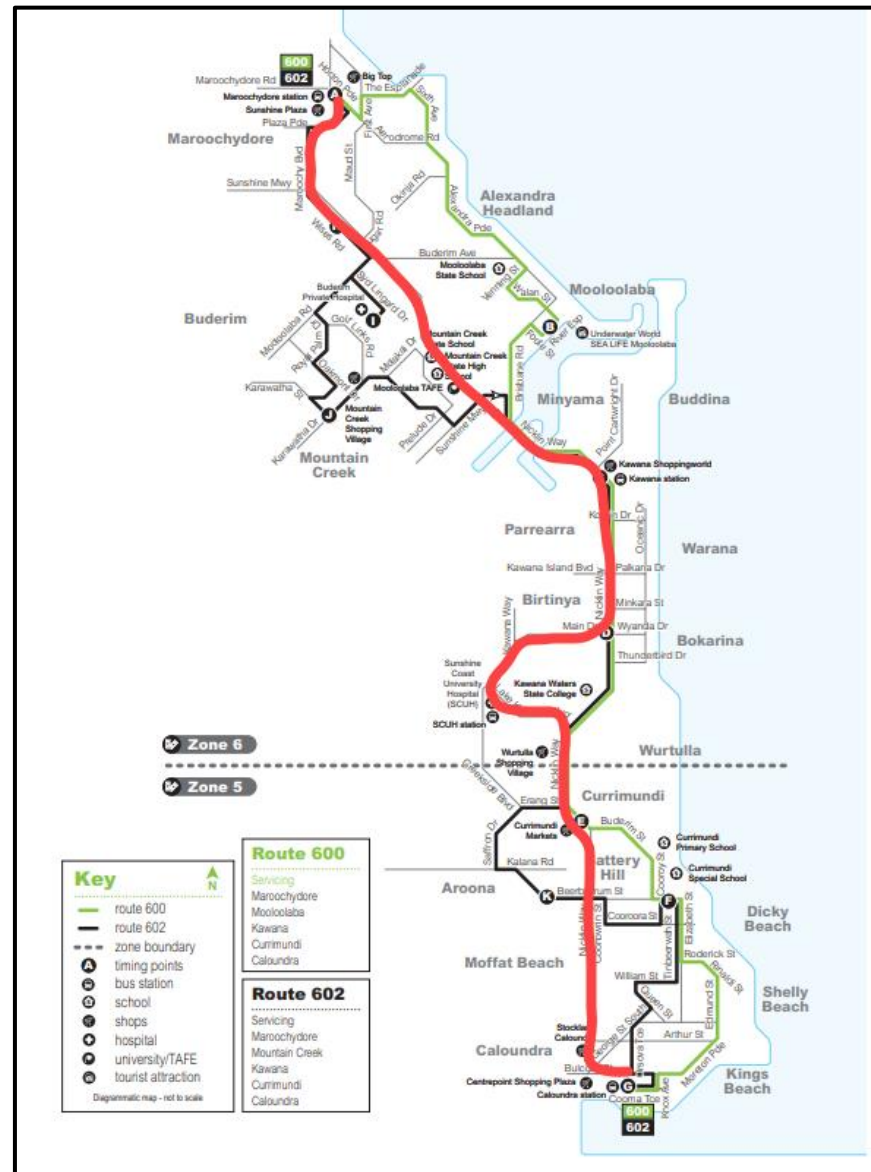




## Initial routes (indicative only)

### Route 600X - Maroochydore CBD to Caloundra station

- ▶ Via Maroochydore CBD hub, Maroochy Bvd, Sunshine Mwy, Nicklin Way, Main Drive, Kawana Way, SCUH station, Lake Kawana Blvd, Nicklin Way, Bulcock Street, Caloundra Station
  - ▶ Covers sections of existing (and continuing) routes:
    - ▶ Maroochydore CBD hub to SCUH Station (611 route)
    - ▶ SCUH to Caloundra Station (607 route)
- ▶ Route to be essentially the same as the proposed Stage 1 and Stage 2 Mass Transit routes.



## Initial routes ... (indicative only - *emphasis on speed v coverage*)

### Route 620X - Tewantin Central to Maroochydore CBD

- ▶ Via Tewantin, Noosa Junction, Eenie Creek Road, Walter Hay Drive, Emu Mountain Road, Sunshine Mwy, Runway Drive, Sunshine Coast Airport, Maroochydore CBD hub
  - ▶ Covers sections of existing (and continuing) routes:
    - ▶ Tewantin Central to Noosa Junction (on 627 route)
    - ▶ Noosa Junction to SCA (on route 620, bypassing Peregrin Springs, Coolum and Maroola)
    - ▶ SCA to Maroochydore CBD hub (via Runway Drive, Sunshine Mwy, bypassing Mudjimba)
- ▶ Note: This route could continue as 600X (without requiring a transfer) and would provide a single express link between Tewantin, Noosa, the SCA, Maroochydore CBD hub, SCUH and Caloundra.
- ▶ Note: To do this journey by bus at present requires routes 627, 620, 611 and 607, 3 transfers and takes approximately 2 hours and 50 minutes depending on the time of the day.



## Initial routes ...(indicative only)

### Route 605X - Caloundra Station to Landsborough Station

- ▶ Via Leeding Tce, Tay Ave, Bulcock Street, Caloundra Road, Steve Irwin Way, Caloundra Street, Landsborough station
  - ▶ Covers sections of existing (and continuing) route:
    - ▶ Caloundra Station to Landsborough Station (route 605)



## Initial routes ... (indicative only)

### Route 610X - Maroochydore CBD to Nambour Station

- ▶ Via Maroochydore Road, Nambour Connection Road, Lamington Terrace and Currie Street
  - ▶ Covers sections of existing (and continuing) route:
    - ▶ Maroochydore CBD hub to Nambour Station (on 610 route but bypassing Kuluin and Woombye)

