



Recognising and upholding excellence in local government

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15 October 2021

Cr Mark Jamieson (Mayor)
Cr Rick Baberowski (Division 1)
Cr Terry Landsberg (Division 2)
Cr Peter Cox (Division 3)
Cr Joe Natoli (Division 4)
Cr Winston Johnston (Division 5)
Cr Christian Dickson (Division 6)
Cr Ted Hungerford (Division 7)
Cr Jason O'Pray (Division 8)
Cr Maria Suarez (Division 9)
Cr David Law (Division 10)

By Email

Dear Mayor and Councillors

RE: Consideration of reporting from the Community Engagement process of the MT Project

As you prepare for the Mass Transit Special Meeting on Wednesday, 20 October, OSCAR has a number of concerns about the revised Options Analysis Report (OAR) and the "selective" nature of the Community Engagement reporting process.

We acknowledge that the recommendations in Appendix A have included reference to a number of issues raised throughout the engagement time, for example: those relating to clarifying CAMCOS future; co-design options; review alternative routes around Alexandra Headland and Mooloolaba; and planning scheme issues to be dealt with within the PS 2024 development.

There are, however, questions still unanswered in the report.

- 1. Why the submissions from 30 organisations (Appendix 1) were deemed to be "outside of these engagement activities" and only reflected in the revised OA in the form of summary dot points (pp 36-39)? Why were these submissions (with one exception) not published in full?***
- 2. Why do the 1015 submissions (with names, addresses and signature of submitters) presented to Council by MTAG appear not to have been considered despite assurances from Council staff, verbally and in writing (from James Coutts), that all submissions, irrespective of their format, would be considered in the community consultation evaluation? Note: These were not pro-forma submissions and even if they were they should not have been ignored. Were you aware of these and have you sighted them?***
- 3. Were there other submissions that the Council has not accounted for/reported on and have you seen these?***
- 4. Are you aware that there were 3859 signatories to 3 e-Petitions to the State Government opposing light rail? Are you aware Minister Bailey's response to these petitions said in part:***
"SCC committed to undertaking a meaningful community engagement process as part of delivering the options analysis before more detailed investigations are undertaken during development of a detailed

business case.

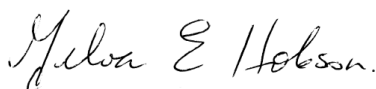
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I look forward to being updated by the SCC on the outcomes of the community consultation which will consider the community's feedback and the outcomes from the broader options analysis that will be followed by the development of a business case."

5. ***Have you read the Sunshine Coast stories (Appendix 13, drawn from Q20 from the Council's Survey)?***
6. ***Have you ever explained to your constituents the likely cost to ratepayers of the Council's contribution to the 5 preferred transport options and how this will be funded? Do you know what % contribution to capital the Council may be asked to contribute?***
(The Gold Coast provides good evidence of the amount involved for each of its light rail stages and how their Transport levy increased dramatically to fund these.)
7. ***Why has nothing substantial changed in the revised Options Analysis report - same five options, same route, and same timeframe – despite the community consultation?***
8. ***Why is light rail the least preferred mode in the Survey results yet remains in the mix and gets the highest ratings on Council's multi criteria assessment and economic appraisal results (including key Tables 47, 49 and 99)?***
9. ***What is the urgency for progressing this without the questions above been answered?***
10. ***Why are the requirements of Infrastructure Australia dictating the timing and quality of the OA? What is the problem if a post 31 December 2021 IA submission would need to comply with the requirements of IA's new business case framework, particularly if these are more rigorous and therefore more likely to lead to a robust evaluation of the costs and benefits of the MT project relative to IA assessment criteria? Is a rigorous assessment not in the best interests of the Council and ratepayers given our responsibility for meeting some proportion of the project costs should it proceed?***
(Infrastructure Australia has advised that to be considered for inclusion in the February 2022 Infrastructure Priority List, the Stage 2 submission and Options Analysis would need to be provided to Infrastructure Australia in the near future. If the documents are submitted after 31 December 2021, the submission and report will need to comply with the requirements of Infrastructure Australia's new business case framework, which would necessitate considerable rework of the Stage 2 submission and the Options Analysis. (p20, 20 October SM Agenda))
11. ***Can you identify, during the 2020 Council elections, where you campaigned on, or supported, the Council's MT project generally and/or light rail in particular?***
12. ***If you support, and therefore endorse, this version of the OA, do you think you will be able, in conscience, to make any criticism of components of the project into the future?***

We ask you to seek responses to these issues/questions from Council Officers, where relevant, before you make your decision on Wednesday. If you agree to the contents of this report and the Officers Recommendation, you will, in effect, be agreeing to all its components, and effectively endorsing light rail as the preferred option and therefore making it difficult for you to offer a contrary opinion in the future.

Yours sincerely



Melva Hobson PSM
President