



Recognising and upholding excellence in local government

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Ms Emma Thomas
CEO
Sunshine Coast Regional Council (SCRC)
cc. Mr James Coutts

Dear Emma

Re: SCRC reporting of formal and informal Community engagement outcomes in the revised Mass Transit Options Analysis

OSCAR acknowledges the reasonable timeframe between the release of the revised Options Analysis Report, and the Special Meeting on 20 October, the use of highlighting to help identify changed/new sections of the OA and the accessible versions of the main OA documents that have been provided.

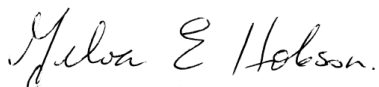
We do however, have a number of questions to which we seek responses from SCRC.

1. Why the submissions from 30 organisations (Appendix 1) were deemed to be “*outside of these engagement activities*” and appear only to be reflected in the revised OA in the form of summary dot points (pp 36-39) which show no evidence of support for light rail? Why were these submissions not published in full? Was it stated in the community engagement process that only those responses to the official engagement process would be considered in detail?
2. Why is the MTAG submission the only one of the organisational submissions that has been included in the OA (Appendix 5) and why were its survey responses not included in the community consultation outcomes?
3. 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 are not pro-forma submissions and even if they were they should not be discounted.
4. Were there other submissions about which the community is not aware, that the Council has not accounted for/reported on?
5. Why was only 1 of the Beach Matters ePetitions referred to in the OA (Appendix 5)? There were 3 Beach Matters petitions opposing light rail (as referenced in the Minister’s response to these) with 1354, 1958 and 547 signatories respectively (3859 total opposing light rail).
6. Council’s own Community Engagement Policy Statement (page 1) states “Genuine, inclusive, fit-for-purpose and transparent community engagement” In the true spirit of Community Engagement and noting particularly the Guiding Principles of Inclusivity and Transparency, surely all contributions would be welcome in whatever format people chose and should be reported on at least and included at most.
 - Was the community advised that ONLY those official engagement activities would be considered?

- Which level on the International Association for Public Participation Framework and Spectrum was the Mass Transit engagement process based?
7. 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 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, SM agenda))

Yours sincerely



Melva Hobson PSM

President OSCAR