

SCRC Mass Transit Special Meeting

Wednesday, 20 October 2021

SUMMARY KEYWORDS

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00:03

Mayor Jamieson: Okay, well good afternoon everybody. Counsellors welcome to this special meeting. Welcome to the members of the public who in the gallery. Welcome to those who are joining us via livestream and welcome to our staff. Can I commence by asking the Chamber to be upstanding as I acknowledge the traditional custodians please? On behalf of Council, I would like to start today's meeting by acknowledging the traditional custodians of the Sunshine Coast local government area, the Kabi Kabi peoples of the coastal plains, and the northern hinterland and those whose traditional lands we gather on today, and the Jinibara people of the Southern Hinterland. We wish to pay respect to elders past, present and emerging and acknowledge the important role First Nations' people continue to play in our Sunshine Coast community. Thank you. Please be seated.

01:05

There are no one away on a leave of absence, no apologies. Item three councilors, I'd like to remind you and draw your attention that on the 12th of October 2020 amendments to the Local Government Act 2009, and the local government regulation 2012 came into force. The amendments include the new chapter 5(d), which sets out new legislative requirements for dealing with councilor's conflicts of interest in local government matters, and these arrangements will be how we manage such matters at this meeting. If anybody has any conflict of interest to raise, now's the time to do it.

01:53

Councilors. Item 4.1 is the Sunshine Coast mass transit options analysis, and I invite Leah Bancroft and James Coutts to give us a presentation. Thank you.

02:09

James Coutts: Thank you, Mr. Mayor. I'll start out by giving a brief introduction to the Options Analysis we're asking you to consider today. So, in that Options Analysis, what we're asking you to consider is by endorsing the Options Analysis Council, will be deciding to advance towards a better public transport system for the whole of the Sunshine Coast, and in particular, provide the basis for the state government to determine the most appropriate mass transit system to serve the urban corridor between the Maroochydore City Centre and the Suncoast Sunshine Coast University Hospital. Importantly, by endorsing the Options Analysis, Council's not being asked to make an investment decision nor to endorse a particular mass transit option.

03:05

It's also not being asked to enable high rise development along the beachfront, or indeed throughout the entire urban corridor and it's also not providing the basis for a planning scheme amendment.

03:20

By way of an overview of the context in which a project like this has to be considered, and we talk here in terms of the three tiers of government, the Australian Government, the Queensland Government, and local government. At the

Australian government level, looking at various Australian Government directions, there's a significant degree of strategic alignment. So the Australian Infrastructure Plan 2021, so it's a very current plan, identifies a need for Australia to upgrade its urban passenger transport networks to meet growth, and that document does acknowledge Sunshine Coast, and identifies it as a key growth region in Australia.

04:04

The Smart Cities Plan which now dates back to 2016 includes a concept of a 30 minute city, which will be achieved by delivering a high frequency service connecting key population employment, education and recreation centres. The Urban Transport Strategy which now dates back to 2013, but still remains relevant, includes objectives to support more efficient, resilient and integrated transport systems on the Sunshine Coast, and that's a high level snapshot of Australian Government situation.

04:38

When it comes to the Queensland Government and the strategic alignment there, we of course have Shaping SEQ is a regional plan for southeast Queensland that dates back now to 2016. And it contains a range of themes around managing growth, prosperity, conductivity, sustainability and livability and across all those themes the strategic alignment, but particularly when it comes to things like moving people, products and information efficiently, and promoting ecological and social sustainability.

05:12

Related to that is the State Infrastructure Plan that's updated periodically. And each has as a priority increasing the capacity and resilience of southeast Queensland's transport system. The Southeast Queensland Regional Transport Plan, only released earlier this year, looks to work in partnership with the Sunshine Coast Council to develop a business case for an integrated urban public transport solution for Maroochydore to Caloundra.

05:46

At the Council's level, and perhaps most particular for us, our own corporate plan, endorsed in February this year. So it's the current plan, which contains the commitment that we will progress the Sunshine Coast mass transit business case in partnership with the community and other tiers of government. Our own Integrated Transport Strategy refers to council developing a business case for light rail, now known as mass transit, to submit to the state government, and the environment and livability strategy talks about getting around the Sunshine Coast being supported by an effective and efficient network of active and contemporary public transport systems.

06:29

One of the other strategic areas of importance for us is obviously our own planning scheme, the Sunshine Coast Planning Scheme, and the provision of the current scheme, albeit dating back to 2014, talk about the intent for a public transport network serving the corridor and that being a feature. It's identified as the Maroochydore to Caloundra Priority Transit Corridor. In the current planning scheme, it's shown and you can see there, it's that light blue line to the east.

07:03

A significant proportion of the projected growth of the Sunshine Coast is already provided for in the current planning scheme, and particularly in the urban corridor between Maroochydore and Caloundra. And there is a intention there that there being a frequent, reliable, protected local PT network, public transport network, and that's needed to support our growing population in the immediate future.

07:31

I think it's important to remember the exercise we're undertaking here. It's a business case process. It's unlike almost anything else we do, and it's driven by the requirements of the state government and the Commonwealth government, under various Business Case Development Frameworks. Turning first to the State Government Business Case Development Framework, and the Options Analysis is the second stage of a three stage business case process set down by Building Queensland, which now part of the relevant state government agency. The draft Options Analysis that we released considered the long list of options and recommends a shortlist adoption to proceed to the detailed business case stage and that's been carried through to the finalised version, that document. Importantly, and it goes to what I said right at the outset of this meeting, is the investment decision can only be made following the Detailed Business Case, and then only if the evaluation has determined the preferred option presents value for money. That value for money usually being expressed in terms of what's called a benefit cost ratio (BCR).

08:44

So the other the other framework that we have to have regard for is the Infrastructure Australia process. Now, you might have seen in your report, that we make reference to the fact that that we intend to submit a template should you endorse the Options Analysis data to submit to Infrastructure Australia, Infrastructure Australia has flagged a newsletter released around the middle of this year, the flags and intention to overview or overhaul their Business Case Development Framework to some extent, and they set down a list of topics for that. We're not yet clear about the implications of that, but based on past experience, is likely to result in the need for the document to be perhaps reformatted or reworked to some extent. So we draw that to your attention simply so you know that if this thing does not proceed, before the end of this calendar year, we'll be confronted with that situation. Having said that, we've been there before. The Queensland Business Case Development Framework changed early last year requiring us to revise the format and content of the document that we released publicly, but we're just drawing it to your attention.

09:59

So Council submitted a Stage 1 template in 2019 when we completed the Strategic Business Case. And submitting the Options Analysis to Infrastructure Australia would be stage two of this process. And you'll see the stages, there's not a perfect alignment, unfortunately, between state and Commonwealth requirements, there rarely is. But those stages, the Stage 2 there, is about identifying and analysing options, which is the stage we're at. And that Stage 2 template allows for our project to be considered as a Potential Investment Option in the Infrastructure Priority List. Following completion of the Detailed Business Case, the project would be considered an Investment-ready proposal, which takes you through to the third and then potentially the fourth stages.

10:51

To touch on the content of the Strategic Business Case, and what under pinned it, this is a diagram, it's impossible to escape. It shows the degree of change that the Queensland Government statistician projects will occur on the Sunshine Coast over the next 25 years, or the 25 years between 2016 and 2041. What you can see in that is that in 2016, the vast majority of our concentrated activity, and bearing in mind, this diagram represents the concentration of both population and jobs, was in the area bounded by black, which we euphemistically call the urban corridor.

11:36

And what you can see as the growth of the Sunshine Coast proceeds, adding the additional 200,000 or so people to this place, you certainly see the footprint extend. But the concentration of growth remains in that black, within that black line. And that's perhaps understandable, particularly when it comes to jobs. Population can and sometimes does disperse. Jobs rarely do. And so even if the population was dispersed, it would actually exacerbate the extent to which

the corridor would be an attraction for traffic and congestion, because people will be accessing jobs in that corridor. And that's perhaps most aptly illustrated by these two diagrams that show you the degree of traffic congestion that is projected to occur over that same period.

12:33

So the cost of that congestion currently is about half a billion dollars for the Sunshine Coast, and you would hear daily traffic congestion is a nightmare. If you look at 2041 today's a nightmare is the future's sweet dreams because that traffic congestion grows to \$3 billion of cost of the community. And while you'll see traffic congestion extends to other parts of the network, it is concentrated and becomes its worst in the urban corridor for the very reasons I mentioned before. So the Strategic Business Case was endorsed by council back in July 2019. And it looked to support the development and improved public transport system for the Sunshine Coast and assess, the Business Case assessed the region's economic land use and transport challenges. It's for the purposes that report, or problems, and considered the initiatives to address those challenges or problems. It defined the priority for more detailed investigations into mass transit for the region. And it did provide a clear basis for proceeding with the preparation of the Options Analysis, considering the provision of mass transit system in the urban corridor between Maroochydore City Centre and the Sunshine Coast University Hospital in Birtinya as the first stage and that leads us to the Draft Options Analysis. And as foreshadowed in the Strategic Business Case, the first stage of the mass transit system connected the key destinations from the city centre to the University Hospital. That area is decided to as the highest priority because it contains a greatest concentration now, our population, jobs, facilities and services and is already experiencing growing traffic congestion.

14:27

As you can see from this plan of the route of Stage 1, it largely follows the main roads including Nicklin Way and is the most feasible route to accommodate a mass transit system and the route that links the key activity centres and destinations in the urban corridor. I think there's a mistaken view amongst some that this was our mass transit intention for the Sunshine Coast, long term. It is but Stage 1 of the introduction of this plan. So this plan was the Master Plan that was first promulgated in the Strategic Business Case, and was included and amplified in the Options Analysis document. And that Master Plan proposes continuing upgrades to the Beerwah to Nambour rail line, the provision of regional rail from Beerwah to Maroochydore City Centre in the CAMCOS corridor, a local mass transit system, the Sunshine Coast urban corridor, and a high frequency bus network and a feeder bus network linking key locations further on the coast or in the hinterland. So a comprehensive pattern and network of public transport to serve the whole Sunshine Coast.

15:40

However, as I said, in implementing a plan of this kind, we're talking decades and many, many billions of dollars. And you have to start somewhere, business cases look to bite off chunks that are digestible. And that chunk was identified as that area between Maroochydore and Kawana. And what you can see from that, when you look at it in more detail, is the coincidence and the interconnectedness and the coalescence of CAMCOS run the northern part, and Sunshine Coast Mass Transit Stage 1 and how that reflects in the type of catchments. So on those plans, you'll see the yellow and green areas. The yellow on the plan on the left and the green on the plan on the right, is your forecast for five minute walk up catchment. It's where people are most easily attracted to utilise public transport in any form. The attraction to utilise that comes down to the quality of the service, its frequency, its convenience, its comfort, it's directness. And the blue and pink areas, talk about a 10 minute walking catchment that's traditionally regarded as the furthest extent that people are likely to walk, but when you get a really good public transport service, people will wait for that. But the important thing for this is to look at the combination of the population for those two catchments, and what that means for a truly interconnected and effective means of increasing public transport patronage.

17:11

And you'll see the population within that 800 metre walk up catchment new station approaches 78,500 people. Only, well, there's five times as many people are able to, to access the local mass transit system as you'd expect, because that connects the key population centres, the job locations, compared to the CAMCOS system where stations are spread much further apart, bearing in mind it's heavy rail system and the frequency of services by comparison much much lower. But it's not to say it's not an important service, it's an incredibly important thing to do to connect our city centre to the centre of southeast Queensland, those two services operating in unison will be in a phenomenally powerful way of getting people around on the Sunshine Coast, when traffic congestion, that you saw before, becomes a less than powerful way of getting around the Sunshine Coast.

18:12

So the Options Analysis had a number of highlights at the draft stage. And it talks about the fact that we are the largest regional centre in Australia without a mass transit system, at least of any of any note. We have, regrettably, we've won the silver medal as been the second highest car ownership in Australia, only after Perth. Those two factors together, and the absence of good quality public transport and quite high car ownership are leading to those congestion figures that I mentioned before. The \$3 billion per annum in 2041, and so regional mass transit plan of the kind I've just mentioned to you, is the response to those problems, and prioritising things like our principal activity centre with improved public transport will make an incredible difference. And a long list of transport options was evaluated, and the preliminary assessment for shortlisted range of options was what was put forward and recommended in the Draft Options Analysis document. And they range in cost from just shy of half a billion dollars for what's called a quality bus corridor to around about \$1.8 billion for the light rail variant and these are nominal costs, so in today's values. Transport, the outcomes in terms of boardings, around 25,000 boardings now, increasing to more than 60,000, when a system of this kind is introduced. And the economics, what is the benefit? The benefit cost ratio, I've referred to before, that ranges from 0.7, up to 1.2 depending on which variant you look at. All of which, for a public transport project are quite healthy figures. So I might hand over at this stage to my colleague, Leah, who will take you through the engagement process, and it was very remiss of me not to acknowledge the presence of our community engagement consultants. We have Amanda Newberry and Renata Houston here today to answer your questions when it comes to the detail of that engagement outcome.

20:27

Leah: Thank you. Okay. The purpose of the engagement on the Draft Options Analysis was to ensure that the Options Analysis Stage of the Mass Transit Business Case was informed by stakeholder and community feedback. Specifically, we sought to invite consideration of the benefits and the impacts of the various mass transit options that were being considered so that that could further inform the consideration those options in the Detailed Business Case. The consultation, as James said, was underpinned by the draft of the Options Analysis Report, which was released at the commencement of engagement. And the final Options Analysis Report, which has been informed by the engagement, we'll speak to that.

21:21

So there were three main components to the engagement that we sought feedback on. The first was the mass transit options, that included seeking feedback on the important features of mass transit, the Mass Transit Master Plan, which James alluded to, the mass transit route, and also the options as I said. In addition, we also sought feedback on land use scenarios, looking at various ways that we could accommodate the projected growth within the urban corridor. And thirdly, we looked at placemaking opportunities. So the features that people actually wanted most in the coastal

corridor, what made the place special, to ensure that that was protected, and any memorable experiences that they had for that urban photo that they wanted to share.

22:07

The engagement process for the Draft Options Analysis was extensive, and very broad ranging. And we did that to try and make sure that we got to as many people as possible. But then we also got to have some in depth conversations with the community about why the options analysis was actually being undertaken, and the need for a mass transit system on Coast. The engagement ran for eight weeks, and we did more than 50 engagement activities. That included a range of pop up events, at libraries, at markets, shopping centres, we had sessions with the virtual reality goggles that people could actually experience what the different mass transit options, it would be like to actually be on them or beside them. We had Community Roundtable events where we actually got to have that in depth discussion and the same with the Enquiry by Design in the Intergenerational Forum. So that allowed a really in depth discussion of the problems that the Coast was facing, and the options to actually try and address that. There were also presentations by active interest groups, we did arrange of school briefings, and we did a range of community and stakeholder briefings where we went out to organisations and presented on the Options Analysis and the options that were being considered. And we did the online survey. So in undertaking the engagement, and we used a range of collateral and tools, to not only inform people about the project and why it was being undertaken, but also to gather feedback, which we could use to inform the Options Analysis, which would then inform the preparation of the Detailed Business Case.

23:55

So the collateral included the project brochure, a lot of E newsletters were sent out, postcards, fact sheets, a whole lot of myths and facts, Pull-up banners. So look, that information was to actually invite, let people know how they could actually have their feedback, but also provided information about the various options and the things that we were seeking feedback on. And we had a range of tools, including the website, which was well utilized, radio, bus ads, Facebook, LinkedIn. So one of the main tools that we use to gather feedback was the survey, and over the eight weeks of the engagement period, we received 3894 unique surveys. And more than half of those responses came from residents who actually live within the corridor. 7.3% of the respondents were under 30, compared to 34.6% of under 30s that are actually on the Sunshine Coast. So that group was underrepresented. 33% of the respondents were aged between 30 and 50 as compared to 25.2% for the whole Sunshine Coast, and 46.6% of respondents were aged between 50 and 70 compared to 26.5% for the Sunshine Coast.

25:22

So the Key Findings which Articulus have prepared in the Engagement Report, which is attached to the Options Analysis, provides detail on all of the findings of the Engagement Activities. But in summary, in this again I say is the key findings from across all of the engagement activities, not the survey alone, and that's that most people, so 68%, believe a good mass transit system is important for the Sunshine Coast. They believe the attributes of a good public transport system are frequency, reliability and convenience, and that we note that these attributes were best achieved by four of the five recommended options, and those were bus rapid transit to trackless train, the light rail and the wireless light rail. Opinions were divided about the five recommended options proceeding to the Detailed Business Case - 45% was satisfied that all five options should move forward, and 46% were unsatisfied, that they should go forward. So there was no majority view either way. However, the majority of under 50s were satisfied that all options should proceed to the Detailed Business Case. And the majority of over 60s were dissatisfied with that. Of those that were dissatisfied 1/3 was still supportive of at least one of those options proceeding to the Detailed Business Case. Engagement concerns were also expressed about the light rail with overhead wires, and the Options Analysis, which Arthur will talk to in more detail, it's actually recommended this as a matter to be subject to further consideration in the Detailed Business Case.

The final summary finding was that there is a strong desire to maintain green space and beachside amenity and to improve active transport networks. And these are also matters to be considered in the preparation of the detailed business case. So now I'll hand over to Arthur who will take you through the finalised Options Analysis.

27:24

Arthur: Thank you, Mr. Mayor. Thank you councillors. So next slide please. What I want to do now is quickly summarise what the finalised options analysis says from a recommendations point of view. So firstly, we want to work with the state government, noting the role of Transport and Main Roads as the responsible government agency for the provision of public transport services and infrastructure. We want to work with them on progressing to the Detailed Business Case Stage for local mass transit stage one, as James identified. Noting of course as well that the department would separately also focus on CAMCOS, the CAMCOS work, the heavy rail work, which is of equivalent importance. So we make it clear that we've focused on the local mass transit function, and the role of regional rail and the CAMCOS corridor is about the more regional function of the network. And that's articulated in our integrated mass transit strategy about the role and function of the various forms of public transport in that master plan. And the third piece of that puzzle is the high frequency bus network and the connections of the entire Sunshine Coast region onto that mass transit system, which is also the responsibility of the transit division within the department and you have to stage this thing out. You can't just bring on light rail, or any other mode or bus rapid transit tomorrow. It's it needs to be a staged roll out for public transport services. Next slide please.

29:09

[unintelligible in background] [maybe – 'was that a Freudian slip about light rail?']

29:21

Arthur: No, it's just one of the options.

29:28

[unintelligible – perhaps Councilor Natoli]

29:28

Mayor Jamieson: Counsellor Natali should you want to ask a question, put your light on. I'll acknowledge you and you can ask your question.

29:39

Arthur: So yes, the light rail is one of the five options that's been proposed to progress through to the detail business case stage, along with bus rapid transit, trackless train, wireless light rail, and what's called the quality bus corridor. What's also being recommended is a consideration, greater investigation, between Maroochydore and Mooloolaba in terms of the Alexandra Parade corridor, the finalisation of the options analysis, did spend a bit of time analysing that further. There was a key concern that was raised from the community, and the Options Analysis took that analysis further, but further work is needed in terms of what the Detailed Business Case covers, in terms of more detailed property impacts and other impacts and benefits in terms of the options there. A Detailed Business Case should also focus on how we coordinate the investment in mass transit, and transport infrastructure more generally in the region. So at the time that the options analysis was done, certain work, like the middle of the river interchange, was still a bit progressing itself through government commitment, and its detailed business case. Now that there's a greater commitment to that investment that kind of work needs to be considered in the transport modelling, for how the mass

transit and other forms of transport are considered within the Sunshine Coast, along with Kawana Arterial, and other bus network improvements.

31:15

What also typically occurs through the detailed business case stage is progressing that further comprehensive engagement of the community. So greater community engagement, is expected to occur through the next phase as well, subject to Council endorsement today. Next slide please. But there's other elements to this as well. So Council has a key role in supporting the greater placemaking outcomes, within a public transport investment like this, so that placemaking is critical to realise the true benefits at a local level. The integration of transport and land use is fundamental to ensure we get the best outcomes from a planning point of view. At the same time, there's also the impacts of local businesses that need to be considered and greater integrated moving forward. Some of the feedback we received, a lot of feedback on the draft options analysis, some of the feedback wasn't necessarily attributable to the finalisation of the options analysis. Instead, it's been captured in other processes, as James touched on before, like the Planning Scheme. And finally, council should also support actions to progress the planning scheme, as I mentioned, the placemaking, parking management and of course, active transport connections. I think that is it for me. Thank you. I'll hand back to James. Thank you.

32:44

Thanks very much.

32:50

James Coutts: Thank you. And so just finally, where to from him. So the potential process that we're talking about, as I said, subject to council endorsing the options analysis as presented to you with the report, it'll be progressed to the state government through for what is called a gateway review. That's a process that they apply to projects submitted through a detailed business case arrangement. And that we're anticipate, pending council's endorsement, would occur like this year or early 2022. I mean, that when I mean that, I mean, the gateway review process, a detailed business case typically takes around nine to 12 months to complete. So therefore, we're anticipating that if they get underway, they should be completed by late 2022, the end of the next calendar year. And that would also result in an Infrastructure Australia submission. The detailed business case would provide the basis for an investment decision. And only a detailed business case can do that. And that investment decision is made by the state and potentially the Australian government with a request for local government contribution likely, but it's a request that can only be made and only can be considered when we know what that potential investment would be and when it actually becomes a project. Subject to investment decision, the readiness for market stage would commence consideration of the preferred procurement and delivery approach from the detailed business case. That could be as far away as 2024, 2025. A preliminary analysis suggests there could be value for money in pursuing this as a public private partnership, which has been common for projects of this kind around the country. But that would be well after the detailed business case process has concluded and would come at the end before an investment decision is made. So that concludes our presentation. Thank you.

35:03

Mayor Jamieson: Councilor Baberowski

35:08

Councillor Baberowski: .. it would be my honour as the transport portfolio council to move the officer recommendations.

35:12

Mayor Jamieson: Thank you. Can I have a seconder please. Councillor Hungerford, Thank you. Would you like to open Councilor Baberowski?

35:20

Councillor Baberowski: Yes, thank you, Mayor. I just want to mention I'm still struggling a little bit with an ear infection and I'll ask your indulgence to speak from a seated position.

Mayor Jamieson: Of course.

Councillor Baberowski: Thank you very much.

35:37

Councillor Baberowski: Councilors, from its inception back in the Bob Abbot days of council to today, this process has been about grasping the reality if we did not act, the vast deficit of planning and investment in public transport in our region would only grow bigger. We have been caught in a spiraling congestion, crisis of congestion. And this project offers us a chance at a solution. Councilors we know, as you've heard, we are not making a decision today on the technology, nor are we locking in a route. But what our job is, is to present a shortlist of viable options. And as you heard, not just for one location, but for a technology that can and will expand across the region and scale up as we grow. It is pretty obvious that the Sunshine Coast has a congestion crisis now. It also now has a rental and housing affordability crisis and we along with the rest of the world are facing a climate crisis. Progressing today on mass transit, will help all three of these challenges. Now, If we don't progress today, the timeframe to act gets taken out of our hands. So in terms of congestion, COVID has accelerated our growth. So population growth is coming with or without mass transit. Mass Transit will provide our first real alternative to cars, and would reduce congestion for those who still choose to drive.

37:16

In terms of a housing crisis, virtually no rentals. Many Sunshine Coasters feel they have now missed out on getting into the housing market. Mass Transit means more housing options, medium density, not high rise around the transit stations, exactly the kind of accommodation young people and first timers, first home owners and buyers need. So mass transit can be part of the solution. In terms of the climate crisis we're all facing let us remind ourselves that transport is the third largest source of emissions in Queensland, and the major part of that are our private cars. Given the enormity of the climate challenge, I wouldn't want my legacy to be stalling the momentum of the most significant public transport proposal in this region's history. We all know public transport is far more energy efficient than cars. And mass transit can create the convenient, frequent, reliable journey times that with good quality ride is absolutely essential to get significant mode shift from cars to public transport. And the reality is, we're not going to reach our target of 70/20/10 without it. I want to acknowledge and thank everybody who contributed to the engagement process. We've listened. Your input has shaped the final document and will continue to shape our approach assuming we move forward. Councilors, I'm pretty sure the antagonists to this report will try and present our web survey, just one part, one part of the 50 engagements, as if it were a referendum. That was never its purpose. Its purpose was to gather as you heard, qualitative feedback on each of the specific options to be considered them in the detailed business case and it has done that. By its nature, a self selecting web survey is unlikely to represent the broader community's views. You've heard, for example, that young people were overwhelmingly satisfied with the options presented, including over 70% of those under 30. However, not nearly as many young people answered the survey, so that's going to skew the totals. Perhaps more importantly, out of the 23 suburbs with the most responses, 15, 15, were supportive of the options moving

forward. Only seven were dissatisfied. There were majorities of support in Golden Beach, Bli Bli, Caloundra West, Sippy Downs, Maroochydore, Coolum Beach to name a few.

40:19

However, again, there were many more responses coming from the dissatisfied suburbs. So those suburbs shout their numbers louder than the many more supportive suburbs. If anything, this survey demonstrates that even in the face of a large, coordinated campaign, based largely on misrepresent...

40:43

Mayor Jamieson: happy to get you an extension... happy to move Councillor Cox, Councillor Johnson second those in favour? That's carried unanimously

40:51

Councillor Baberowski: Thank you. Thank you very much councilors. So let me repeat that bit. If anything, this survey demonstrates that even in the face of the large, coordinated campaign based largely on misrepresentation, most Sunshine Coast suburbs support the process moving forward. Let me repeat that because it is important. The web survey's purpose was to gather specific qualitative feedback on technology options, and as you heard, placemaking and urban forms. For example, we heard that some residents of the beachside communities oppose poles, wires, physical barriers to the beach, and we listened. That's in the report. But that doesn't mean we should take light rail out of the options analysis. With advice from engineers, it is the role of the detailed business case to assess whether it's possible to implement light rail in this case in a way that avoids or minimises physical barriers, poles, wires in those areas. So prejudging that question in one location, and therefore limiting options for the whole network just doesn't make sense. Councilors, if we choose not to move forward today, we throw away a decade long process, and likely millions of dollars. As you know, these options analysis needs to be submitted by the end of 2021 to be considered in the next round of Infrastructure Australia priorities. If we miss this window, as you've heard, we may have to substantially rewrite the entire document. Further, if we don't move forward, today, we risk losing \$7.5 million state government funding commitment. Effectively, we'd be back to stage one with no state government partner. Council, it's much more than just transport - mass transit is a way to address social justice and equity issues. Not every family can afford two cars, and many struggle to afford one. Currently, that puts you at a severe disadvantage on the Sunshine Coast. Because of our size and distribution, you've heard with a second most car dependent region in the country. To be sustainable to be our best selves, we need to change that. Our goal has always been to get the state government engaged and on the journey and delivering an integrated public transport infrastructure system that our region needs. Progressing to this next stage of the process, we will have remarkably achieved that strategically, we've won. Unless of course today we snatch defeat from the jaws of victory.

43:40

Mayor Jamieson: Thank you, Councillor **Baberowski**. Counsellor Dickson.

43:46

Councillor Dickson: Thank you Mr Mayor. I've just got a number of questions, if you will allow me to do so. Earlier Mr. Coutts talked about investment decision and that there's no investment decision today. I know that he's got a fair bit of history in this space. I'm just wondering if you could outline the journey on the Gold Coast, I understand that they have something similar to us like a transport Levy. And I understand that current amount costs each ratepayer \$150, a year where we're only at \$44. How did the Gold Coast go about raising that revenue? What were the challenges with its

residents? And would you expect that this council will have to significantly increase that transport levy to meet that future investment for light rail or mass transit?

44:28

James Coutts: Through you, Mr. Mayor. Unfortunately, that's not a question I can answer with any certainty at this point in time. And the reason is that we don't know at this point in time what technology will emerge from the detailed business case. The council would not be in a position to write a blank check of that kind. And the Gold Coast did not confront that decision until it had been through a process such as a detailed business case. So it wasn't turning its mind to what it needed to do to encourage the state and Commonwealth, to put their hands in their much deeper pockets to fund the investment in light rail there, until they were clear what their component was and what type of project. Their process for arriving at that was different for today's because the business case process was somewhat different. But the coincidence of the outcome is, is the same. They certainly in in considering how they would best meet the challenge of funding, making a contribution towards a capital cost, did do it through a transport levy, to a significant degree. My understanding and I did with the case everywhere is that none of the cost of operating the public transport network is borne by the local government, that's a state government responsibility, and will always be that here, there, wherever. The capital component is a different issue. And typically, on large projects of this kind, there's been some cost sharing of the vast majority of the value of the project between the state and Commonwealth. With what you would have seen over the years on various projects, arm-wrestling, between the state and Commonwealth above would be their respective contribution. Local government in that processes is usually a bit player. And the contribution, whatever relatively small amount it has typically been, has been has been on the basis that it keeps the local government in the room and part of the implementation of the project. So I can't be precise about what decision we'd have to make until we know what project we're asked to make a decision about. And it would only be at that time and responsibly that our Council could make any form of commitment of that kind.

46:56

Councillor Dickson: I appreciate your responses there. Just if you can, you might want to stand up again, if possible. Do you know the history on the Gold Coast in terms of what percentage the council, so the local government funding of that project was? Was it 10%? Was it 20%? And if hypothetically, light rail was, say, 1.8 to \$2 billion, would this council be on that sharing arrangement, be looking to put up a similar amount, I know you can't be definitive, but I'm just looking at the trends and history is telling me the trend that the Gold Coast has put in the \$150 each for the resident in terms of fee, and I think it was somewhere around 20% of the total cost, just any historic facts or figures you can give would be good.

47:36

James Coutts: I might when I get a chance to might be able to answer that with, with a greater deal of definitive response. And I can't

47:44

Mayor Jamieson: [to Cr Dickson] Did you just say what the amount was that you are asking James to provide you?

47:48

Councillor Dickson I was trying to figure out what that actual figure that the local council on the Gold Coast provided for light rail? I don't know. I've heard it's 10%. I've heard it's 20%. I'm just wondering what that is.

47:57

James Coutts: I will through you Mr. Mayor, I'll do my best to answer that. My understanding is that it was around 10%. Importantly, in the most recent stage, Stage 3, that 10% was set on the basis of the investment decision at the time the project business case was completed. So the recent cost increases around that were born between the state and Commonwealth and council's contribution was fixed. So it has not found itself having to fund that to any greater extent. Arthur, as my my understanding of that the 10%. Yes, that's that's our understanding.

48:42

Councillor Dickson: Mr. Mayor, I just want to know if, if we do send this to the state government in its current form today, as Councillor Rick has moved. Let's say that the state government made a decision that the community and Council weren't happy with, they selected an option that we may not support. What right or veto power do we have to actually tell the state government that they've made the wrong decision? So we sent the report on, let's say that they make a decision to go somewhere completely different. How do we then stop that?

49:11

James Coutts: Through you Mr. Mayor, as was mentioned earlier, in one of our presentations, that the state government has committed to undertaking the detailed business case, committing seven and half million towards what is estimated to be the \$15 million cost for that. Council's contributing the other half, the other seven a half million. To use a colloquial term that has us with equivalent skin in the game. So as a partner in that process, council will have a direct say in how the process proceeds. It will definitively be led by the Department of Transport and Main Roads. They're the state agency with responsibility for it. However, we are aiming to establish a memorandum of understanding and all all kinds of other related mechanisms for ensuring that council maintains a strong degree of input and influence in that process. I can't assure you of the degree to which that influence or input will, will affect the outcome. But having been involved in similar partnership arrangements, I've rarely found that a partnership of that kind will produce a result that one or other party is incredibly unsatisfied with and the other party is satisfied with it. Partnerships by their very nature result in outcomes that both parties are satisfied.

50:44

Councillor Dickson: Another question if I can through the mayor, and it's a hard one to answer, and no one's got the costs on it. But given you're an expert in this space, you could probably have a guess. How much is CAMCOS worth?

50:58

James Coutts: Yeah, I was gonna say that's a \$64 billion question. That's, that's too big a figure to get through you Mr Mayor. Look, the North Coast connect project looked at an overall project cost, I think in the order of around \$5 billion. That was the process that I think Council is aware of, it was headed up by a consortium largely comprising private sector interests. The Infrastructure Australia assessment of that North Coast connect business case raised doubts about the veracity of their costing. It didn't comment whether it was too high or too low, but you really raise a doubt about cost and unless you consider it too low, particularly where that costing has a direct influence on the benefit cost ratio that is achieved. So that business case produced a benefit cost ratio of 0.47. So less than half the cost could be offset by benefits that the that the project would yield. So Infrastructure Australia, in questioning the veracity of the 5 billion or so estimate was saying that that was the correct, more correct cost, which would even further erode the benefit cost ratio at outcome. The state has commenced another process of evaluating what is called the heavy rail from Beerwah to, to the east coast. That should put us in a position of understanding that cost better. But if you look at the type of topography and land form that that connection has to traverse, so Beerwah, across Beerwah East, not so bad. Caloundra South as far as the town centre, again, not so bad. Past that you're into wetland areas, swampy areas, and likely structures. Then heading north from the station at the Caloundra aerodrome, you have to tunnel under the ridge at

Sugar Bag Road, and so on. And then past that point, not too far along the track, you're in the Maroochy River and significant wetland, and waterway areas there. And then progressing past that, to try to find an alignment in the Sunshine Motorway corridor.

53:30

Mayor Jamieson: And just go back a step, did you say the Maroochy River, that's the Mooloolah River.

53:36

James Coutts: Yes, sorry, a slip but not a Freudian one. So that connection, all up I would say, that's good cause for Infrastructure Australia to seriously question the capacity for that to be delivered for a price tag of around five million. My intuition, what's going on nothing more than my experience of project to the scale, you could pretty much come close to doubling.

54:07

Councillor Dickson: I appreciate that answer. When do you expect mass transit would start regardless of what option, if it's dedicated bus lanes or light rail? When do we actually see the infrastructure on the ground? What's your hope?

54:20

James Coutts: Through you Mr Mayor, the programme or the process I outlined at the end of my presentation would suggest that a potential construction commencement date would be around the middle of this decade. So 2025, and a project of that kind would be probably a two to three year build. So potentially by 2027, we could see a system like this, up and operating in that first stage.

54:45

Councillor Dickson: Okay, so on that basis, let's say that hypothetically, we had a system up and running by 2027. And we let's say it's light rail, and it's in, we spent 1.8 to \$2 billion, which is a lot of money. Something really exciting. comes along new technology and we want to go there. What are our chances of ripping up the bitumen and rails and wires and poles and actually changing to something more sustainable? Does that happen? Have you seen any examples where heavy infrastructure like that is put in and then removed quickly?

55:18

James Coutts: To answer your question in the order of which you asked, in terms of the alternative technologies that might be emerging, one of the key focuses of both the options analysis document, but most particularly in the detailed business case, and it's made reference, clearly referenced in the recommendations is that the detailed business cases to do a scan of all the potential emerging technologies. And in, in significant sense, the options analysis document has already done that, because it is included across those five options, a couple of options which are emerging and as yet untested. That is unusual in that a business case would typically only seek to evaluate projects with the performance on them is certain and what we know from a corridor and what we know from light rail and its various forms, they are proven technologies in operation around the world now. The two other technologies which we included, trackless tram and bus rapid transit, have not yet fully tested certainly in Australian conditions. The bus rapid transit vehicle is virtually identical to the Metro vehicle that Brisbane City Council will be using in its metro system. That vehicle will be tested on, the on the on that bus system in Brisbane the next six months is my understanding. But until that happens, its ability to perform as, as is anticipated is not fully tested or known. And I might add that that system operates on a fully great separated busway network, apart from a couple of small pinch points, and therefore, can perform at a very high level high standard of service. We have the trackless tram vehicle that I referred to is a technology emerging from China. It is

it is designed and manufactured by a company called CRRC. That's a wholly Chinese government owned entity. And it has produced this technology which is a bigger version of bus rapid transit, when I say bigger, it has more passenger carrying capacity, because it utilises high speed rail technology and suspension system to overcome the issues of once a vehicle gets beyond a certain length you can't control the tail end under high speed circumstances and varying pavement types. And so it looks to use that mechanism to control it, I would add that light rail, which is bigger again, doesn't need any of those technologies because it operates with steel, real wheels on steel rails and the laws of physics at the tail end, hitting on that same track. So one of the things that the business case process is intent on doing is to make sure that as technologies emerge and become potentially promising, they are where they will be fully examined. We've heard a lot about hydrogen and the role that hydrogen can play. Hydrogen at the end of the day doesn't change the technology really in any substantial sense. It could be hydrogen applied in a bus, hydrogen applied in a bus rapid transit or trackless tram or a light rail vehicle. However, what it does do is provide the capacity to, if you like, decouple the vehicle from its power system by having an onboard, potentially onboard, hydrogen fuel cell to generate the energy needed to propel the vehicle. Most of the hydrogen technologies that I've seen so far and being tested by the large vehicle manufacturers, utilising hydrogen not to apply the power directly to the battery, to the propulsion system, but to repower the battery onboard. So, and while that's is very promising, particularly if the hydrogen is produced by low emitting sources, such as high solar or wind power, is very enormous, of enormous attraction around sustainability. I've gone on so I've forgotten your second part of your question...

59:45

Councillor Dickson: I think that gives me the direction of where I was going. I've gotten three more questions if I can. These are community engagement based questions if I can, and then I'll sit down and give others a fair crack at the questioning and talking. In terms of state and federal members, you know, we obviously need to work with our state and federal partners to get funding and election commitments on projects, very important, particularly on the Sunshine Coast, because we do seem to miss out a fair bit. Can you give me any feedback about the quality of engagement we have with our state and federal members, during the, I guess, community engagement phase, and out of the state and federal members on the Coast, how many of them actually fully supported the report, and more in particular light rail, it seems to me, from what I've seen in those I've spoken to, state and federal members on the coast didn't support light rail, and we're focused on CAMCOS. So just any views you can get me there.

1:00:38

James Coutts: So throughout the process of the preparation, the detail business case, and particularly leading, sorry, the options analysis, again, sorry – through you Mr Mayor, and, and in the lead up to the commencement of community engagement, we reached out to all of the state and Commonwealth members. The Mayor, wrote a letter of invitation to each of the state members and the Federal members, inviting them to receive a briefing. A number of them took up that opportunity. I was part of briefings of Ted O'Brien, I briefed Andrew Wallace, say virtual meeting while he was in Canberra, we briefed Andrew Powell. From memory, none of the other members took up the offer of a briefing. So I, as far as I know, and I can only say what I've read in the media like everybody else, is that none of the LNP state members is in favour of what we're proposing with Sunshine Coast mass transit, preferring instead to be of the view that the provision of regional rail in the CAMCOS corridor would suffice to provide local mass transit. My understanding is that at a Commonwealth level, the view is similar. And, and that they are throwing their opinions behind the ability of regional rail and CAMCOS to provide that local mass transit function. In doing so, those who we briefed were explicitly advised about briefed about how regional rail and CAMCOS could not do that in an effective way. Those who chose not to get a briefing. I have no idea about why they arrived at that decision.

1:02:39

Councillor Dickson I think that's fair. Thank you very much. We've gone through statistics today about community consultation. We've heard about different age factors on the Sunshine Coast, younger, middle aged and our older residents, do we have a clear figure, a very clear figure that says, how many people were against the light rail option? So out of all the feedback you've received? Do we have a statistic that says these many people objected, or a percentage or a figure around light rail? Because I've heard figures that say, a lot of people supported, you know, 68% supported a mass transit option? But do we know how many didn't support light rail?

1:03:16

James Coutts: So the most statistical information I can refer you to, the results of the survey. And the survey, when it came to each individual mass transit option posed a series of questions, questions, 9 to 13 from recollection. So that's five options. And that question, didn't ask people to say, whether they liked it or not. It simply asked them to identify what they thought the benefits or impacts would be. And that was seeking what we would call qualitative information to assist our understanding of how those options could be improved or could be considered in the detailed business case process.

1:04:00

The results of that were not all that determinative in the sense that the vast majority, or pretty much all five, didn't attract a strong degree of support, but to be fair, light rail was the one that people ... and so I'll go back a step. The answers that people gave were converted into expressions of sentiment. So when it's a benefit, yes, I think this is a good thing. And an impact, this is something we need to think about. So those were converted into sentiments and perhaps if we get into this in more detail, Amanda or Renata can assist, but that expression of sentiment for around 15% of people expressed a positive sentiment, on the basis those benefits and impact opinions, around light rail. Mind you, I don't think any of them from memory attracted more than 30% and the what you'd call negative sentiment on light rail was 45%. It's important to acknowledge in that that, again, that 45% as the 15%, neither represents a majority view. And in none of the questions did that sentiment attract the majority opinion. And in fact, in many of the responses, those who chose to stay neutral, or to not express an opinion at all, are actually the majority. They chose to not express it. However, by the time those people got to question 14, when they were asked to say whether they were satisfied or dissatisfied with all of the options proceeding to the detailed business case, almost all of those undecided, had thrown their weight behind being satisfied. So the result of the answer for that question, which is, by implication, an endorsement or otherwise, of all five options, including light rail, that answer was 46%, who were unsatisfied, and 45%, who were satisfied. Again, no clear majority. However, when you drill into the results, as was mentioned in the presentation, that when you look at the age cohorts that those under 50, were more satisfied, in fact, 51% in the 40s, and 50s, and those in their 20s, and 30s. were more than 70% satisfied with all five options. So it'd be fair to conclude out of that, that there's no clear majority, but depending on the age cohort, that there's a strong support, and we have to bear in mind, the median age on the Sunshine Coast is 44. The median age being there's many younger, as there are older, so that younger cohort has expressed a strong degree of satisfaction with all five options proceeding to the detailed business case.

1:07:16

Councillor Dickson: I think that answers my question. My last one, Mr. Mayor, thank you for your patience. Hopefully this gets a few of the others' questions answered as well. What do you think had been the biggest changes between having our options analysis in its original format, spending the \$500,000? And then coming back? How would you elaborate on the major changes that you've seen and how well do you think that \$500,000's have been spent? What did it tell you that you didn't know?

1:07:43

James Coutts: Three years now, I might just check some of my notes on this. So the version of the options analysis you've received and is available on Council's website, presents the document with highlighted changes. So you can easily see where the document was changed, I would say that you can tell from the degree of change that it was anything but a superficial or a tokenistic review of that document. The document includes a further 50 pages than the version you saw in its draft form, and around a quarter of the other pages, the remaining pages have had some degree of change, sometimes a very substantial degree of change. And that really is a result of the time that people took to draw out their concerns and their views and their positive sentiments, about what they read in the options analysis or the information we provided to them. And that degree of change from my experience is rarely possible without getting that degree of feedback. So the feedback has anything but been dealt with anything but fully. And in fact, the recommendations have been revised very substantially from the earlier version to reflect the types of issues that people expressed views about, whether that be positive or negative. So I would say that is it money well spent? Perhaps for others to judge. I can certainly say from my own and the team's experience in dealing with people face to face, some of those sessions were challenging, but many of them are really rewarding. In sessions, such as the inquiry of our design workshop, the intergenerational forum, we witnessed people that would never, under any other circumstance, even talk to each other, let alone cooperate, to produce a shared outcome. And that shared outcome was about the role that mass transit can play in seeing the type of future we want to we'd like to experience here on the Sunshine Coast. And so when you look through the results of exercises such as that, the type of processes that are regarded as deliberative rather than simply tick a box, you can see people who when they had an opportunity to think about this more deeply, to give it greater detail consideration, and to discuss with others who are often of a completely opposing view, and, you know, they say great, great minds think alike, but those who, who have a difference of opinion can often produce a stronger result because they challenge each other. And so what we found in those processes was the deliberative processes actually revealed a strong sense of purpose in moving forward, and it wasn't a purpose to reject the future.

1:10:38

It was the purpose of this common purpose to embrace the future and see what can be done, to have us live in a more sustainable way, and to see the type of, type of change that will, will preserve what we love about this place, but put us in position to prepare ourselves for the change that we know is coming. Those people didn't mean to be _____. What I know as a planner, which is what I know, as a planner, I can't ignore this change. I'm literally compelled to plan for it. That's my role in this organisation. I know because I oversaw the Preparation and Planning Act, I know what it compels us to do. So that's a very important role that Council plays, it's part of our DNA. We do it and we do it well. But even if we decided not to, the state would be telling us to. So that's part of what we've done through this process, is embrace the community opinion in a very extensive way. As I said, it's up to others to judge whether what you read an engagement report shows the depth of that process, reveals the extensive effort and energy put in by a large team of people - wasn't just my undertaking, was a huge number of people across this organisation who gave up their weekends and etc., to, to meet with people on the Sunshine Coast to hear what they had to say.

1:12:00

Mayor Jamieson: Thank you, you're finished. Councillor Dickson? Can I go to Councillor Natoli?

1:12:06

Councillor Natoli: Thank you, Mr. Mayor. James, don't take a seat. You mentioned the Gold Coast has undertaken a number of stages of its mass transit light rail. Where are they at? Third stage, fourth stage?

1:12:21

James Coutts: My understanding is that Stage 3 of what I think it was previously called Stage 3A is the early works, have commenced. And that includes dealing with services, etc. And I think in the next, well, sometime in early 2022, we should see that project actually get underway. And that that extends the light rail system from its current terminus at Broadbeach through to Burleigh, so there's a station at Burleigh beach. So I'm sorry, and then and then Stage 4 takes it from there, all the way down to the airport and that's in the planning phase at the moment and going through a business case process.

1:13:02

Councillor Natoli: So how much did the Gold, how much has the project overall cost the Gold Coast?

1:13:09

James Coutts: the Gold Coast project?

Councillor Natoli: yeah. Overall.

1:13:11

James Coutts: It's a question I think I'd have to take on notice, I [think no one can answer]

1:13:17

Councillor Natoli: Stage 1, was it was a 1.3 billion? Stage 1? And then..

[Cr Natoli and James Coutts looking out of frame]

1:13:23

James Coutts: yeah, we will have to take that on notice. I think that sort of figure around the \$1 [billion] to \$1.2 billion mark for Stage one is a figure that sticks in my mind.

1:13:32

Councillor Natoli: Every other stage being similar sort of figure?

1:13:36

James Coutts: I think Stage 3, sorry, through Mr Mayor, was less than that, so

1:13:43

Councillor Natoli: Okay. And how did they fund, I've heard Councillor Dickson mention that it was done through their levy, but did they actually borrow money against the levy? Do we know how they how they came up with that sort of money?

1:14:02

James Coutts: I'm sorry, I can't answer that question. I don't know.

1:14:07

Councillor Natoli: because my understanding that it was 11%, that Gold Coast City Council has contributed. I would imagine that would have been the case for each of those three stages so far. That seems, I think you've made a comment that as a proponent, there's an obligation that we would have to be making some sort of contribution through

this process, as that decision is not made yet. And of course, I understand that until the detailed business case, and we know how much that is, then we can only speculate. But we can use the goalpost, I would imagine, as a really good case of how it's been progressing in Queensland at the state government stake and the federal government and the local government have been able to put that together. So

1:14:54

Mayor Jamieson: Can I, you're asking questions...

1:14:55:

Councillor Natoli: Yeah, I'm just trying to understand if that is the case, in this case.

1:14:59

Mayor Jamieson: [pointing] but you just, Councillor, just one sec, just be conscious that if you start talking to it or doing that, I'll deem that as if you are talking to the motion. So if it's as questions, as questions.

1:15:11

Councillor Natoli: I'm trying to clarify that question so that we'll get clarity about that. I'm trying to understand why this was not really reflected through the community engagement process of what could be a possible outcome. You know, like, what could happen in terms of the amount of money that council would have to come up with? How much that would impact every rate payer? And I'm wondering, maybe Amanda, you may like to answer this question. If that was known, would it have skewed the outcomes of the survey and the percentages that we had?

1:15:54

James Coutts: Through you Mr Mayor. Can I say that it was not known and it is not known and will not be known, unless and until we have what's called an investment decision. And to go to your point that the Gold Coast City Council was under an obligation, my understanding is they weren't, they weren't under any obligation. They, I believe, felt there would be benefit in enticing other levels of government to make the large financial commitment, and the council, making an appropriate contribution. That's a decision that this council will be presumably asked to make. To ask the community to comment on something that is as yet so unknown, when it is a very much a case of how long is a piece of string, in that we don't know which project will proceed or become the preferred project out of the detailed business case. It could be any one of those options, and it could be another one that emerges through the consideration of alternative technologies. So under the circumstances, where we have no clear way of putting a very definitive question, I don't see how you could put a question at all. It's asking people to give an opinion about a subject where you are hinting that it might be something but you can't say exactly what, because you don't know what project. I struggle with how honest our process would be, if it sought to do that.

1:17:33

Councillor Natoli: With, so you just mentioned that all five options, could very well be chosen through this process. So we can't give the community any guarantee that light rail may not end up being a preferred option. We can't give any guarantee that it won't be the option without overhead wires, tracks.

1:17:53

James Coutts: No, no. If I could, um, through you Mr. Mayor, thank you give a more fulsome answer that question. We have however, in the recommendations drawn attention to the need for things like the effect of overhead wires to be studied more fully in the detailed business case, and for how those effects could be dealt with in certain sensitive

locations. That's a very important matter, when we're not deaf to the concerns that people expressed about how overhead wires, for instance, can affect amenity. But equally, we're not blind to the implications of ruling out a light rail option, even with wires, if that is, as is the case, the most prudent and the most energy efficient, and therefore the most sustainable option. So, what we're not saying now is in any given circumstance, the preference of amenity, as the outcome should, in every circumstance out prevail or override our desire to be the most sustainable region. I don't believe that's a choice we would want to make at this point. What we're saying, however, is that where there are circumstances where we decide that amenity is the overriding consideration, we want to give ourselves that choice. I'm quite sure we would prefer to have the best of both. The most sustainable system with the highest degree of amenity, but there are times when those things are in tension and we are giving ourselves the opportunity to resolve that tension when we know the technology that will be preferred.

1:19:33

Councillor Natoli: I appreciate the fact that you gave the answer that you cannot guarantee that light rail won't be one of the five options chosen. Over the last, you talk about the population growth over the next 20 years, but let's take 20 years back, let's go back the last 20 years. Would you agree that the state government has failed our community in providing adequate road expansion of the state road network, and the miserable safety net public transport system has not been improved over those 20 years has contributed to the broader congestion that we have currently before us today?

1:20:18

James Coutts: Through you, Mr. Mayor. I appreciate the invitation to, to condemn the behaviour of colleagues in the state government, I won't do that. What I will say, however, is our endeavour now is to make sure as we move forward, that we work with them to produce the best possible outcome. You know, they would acknowledged that they can do more. I've worked in the state government and I know there are 77 councils out there, all with hungry mouths to feed. And every council wants its fair share of pie. The pie is simply not big enough, and they do their best to distribute that sensibly. Those counsellors that choose to work with them, to give them what they need to make the decisions, put themselves very much on the front foot. I was in Brisbane City Council when the decision was made to fund its busway network. The state then footed the bill for that. We've seen the Gold Coast take the first step, and the state then footed the bill for the vast majority of that. We're reflecting the efforts of councils that decide not to leave their fate to a state agency that has its attention divided across array of areas in this state. We are choosing to take our own fate in our own hands, and present a powerful case to the state. As I said, I will not say what the state hasn't done till now. What I will say is that this is our best shot in getting them to do more and better into the future.

1:21:49

Councillor Natoli: But you can't give any of the other counsellors that are outside of this corridor, any guarantee that the state government will be able to fund the public transport network, fix up the roads that will exist, you know, take away the problems that we're currently having [unintelligible].

1:22:05

James Coutts: Through you, Mr. Mayor, that's correct. I can't.

1:22:07

Councillor Natoli: Okay, one final question. Would you agree, and this is something that I noticed that the intergenerational forum, and you mentioned that before, that a lot of those people that got involved through the community engagement, were gravitating mostly towards a regional solution rather than this mass transit. Would you

agree that that a lot of the commentary was about that, that we need a much better system throughout the whole Sunshine Coast?

1:22:35

James Coutts: Through Mr Mayor. Yes, that's acknowledged that that was an interest of a lot of the participants, and hence why we have a mass transit master plan for the whole of the Sunshine Coast. Perhaps what was disappointing to me is that, despite our best efforts, and despite a presentation myself, where I described very clearly, what the master plan was, many people at that forum chose to assume that the first stage of it was an entire master plan. And one can only question why they chose to do that, I can't say, but I did not leave them with any impression that we have other than a big, powerful plan for the future that looks at a public transport system serving the entire Sunshine Coast.

1:23:19

Mayor Jamieson: Thank you, James. I'm going to go to Councillor Hungerford.

1:23:26

Councillor Hungerford: Through you, Mr. Mayor. Several decisions are made when you have facts, data, and logic. That has to include quantitative and qualitative data. That's what we're looking at here. Detailed business case with the information you need, to then argue the case for what is the best way forward. Would I be doing my job as a councillor and my responsibilities under the Local Government Act, if I didn't have due diligence and good governance in ensuring I had that information to make a decision. Now, I would not. Yet there are some saying we should limit our options and only look at a few things. Does that make good decision making? No, it does not. Now the debate we're having on what the options should be, is to be had once we have the detailed business cases and that data to study to put an intelligent, logical debate as to what's the correct way forward. That's what I'm looking for.

1:24:39

And because council is an equal partner and funding the business case study and taking this forward, we'll have a very strong voice at that table in determining the outcome, to be there to put a case forward for our community, which is what we've done by getting the public data in to understand where our community's coming from. Now, at the moment, I have a personal preference - everyone does. On the surface, I prefer rapid bus system. That's what looks good to me. My least preferred is the light rail. But what do I have to back that up? To say that what I feel is the right thing, is the right thing. I have no data. I have no facts. It's an emotional, personal opinion. That's all most people have at the moment. And you need to make decisions on the facts, not opinions, emotions and fear. Because that doesn't make a good sound decision making process. Now the things I see, that this is a done deal and resulting wall to wall high rise. I started out at 15 years of age handing out how to vote cards and it was an anti high rise how to vote card. And I can tell you, my attitude hasn't changed, since I was 15 and 57 now. And I've campaigned on not becoming another Gold Coast, that is my measure and that's a reason why I'm here. And some saying that go, we put this in result, in a particular option. How can you say that with clarity without the information? Now what disappoints me is campaigns that are built on fear and emotion, mislead and deceive, and do not result in sound decision making, good decision making. I think we can all remember the most famous one. It was in a previous federal election and media scare campaign. Fear campaigns have a purpose, political purpose to achieve something at a certain point in time. But do they make for good decision making and long term decision making? No, they do not. Now we're going into a new town plan. I don't know if anyone here supports increasing the heights of buildings and densities. In fact, if you study it, the southeast Queensland regional plan has us reaching over 500,000 people by 2041. That's another 200,000 people on what we have today. That has already been pointed out is already factored into our Sunshine Coast Plan 2014. Because under the state guidelines, we have to reflect the Planning Act 2016. And the provisions of the southeast Queensland regional planning, we must show

how we're going to reach those goals, those targets. They already factored in our planning. So to say this is going to result in a massive increase unless the state government revises its regional plan and pushes the fingers up again and directs us that we have to, isn't there. It's a false campaign. That's a false fear. Nobody support it anyway, fight tooth and nail.

1:28:17

Mayor Jamieson: Thank you, Councillor Dickson, the second Councillor Johnston, all those in favour of extension? Let's carry on, carry on Councillor.

1:28:23

Councillor Hungerford: ...but I can remember when we started this in 2013, when we first started looking at this, [11] 2011? I am losing track of time. I know. It's been a long journey. But when we started out, there were very few things to look at. What I like is the fact we've got many more options and technologies coming through to be considered as part of this, then we had one or two. Now we got five to put forward and look at. And I'm pretty excited about that. And as time goes on, and what technologies come true, even when we're on this journey into the future, cause this is going to take several decades, and I probably won't be here at the end of it. That can be amended and adjusted as we go along. But we have to start somewhere. And this is looking at the first stage of what we need to do to roll out comprehensive transport system across this region. Because even those that are pushing the CAMCOS is the total answer, part of the answer I believe we need both, but if you only have that, the people still have drive from their home to that railway line are gonna need multi storey car parks to handle the cars for people who are going to use it. This is about having that and a public transport system that can interconnect and will expand over time to more areas so people can get, leave their home, not in the car but have viable ways again to where they need to get to. It's not going to be easy. It's going to take time. Not gonna happen overnight. But we're starting that journey. And that's what this is about. But we're not turning our back on the community, we've listened to what they've said here. And I personally agree with a lot of the points put forward. But we need to do that in an intelligent, quantitative way of putting that argument forward in our advocacy, because we do need to get the state and federal governments on board, because they're going to fund, by the Gold Coast, what 90%, was funded by external than the council. That's what we're looking at here. But we will be a very strong advocate for our community. And I'm saying what we're doing here is not turning our back on the community at all. And I'm definitely not, I can tell you. Thank you.

1:30:46

Thank you, Councillor. Councillor Johnston.

1:30:51

Councillor Johnston: Thank you, Mr. Mayor. I've got a couple of questions. Thank you. I'm not sure who to direct them to. First one is in relation to proposals that are in discussion so far in relation to the town plan review, perhaps Warren or someone or the CEO might be able to answer this is. It is, it is a fact as Councillor Hungerford said, that there is existing sufficient zoned land to accommodate population or the population anticipated in 2041 of 500,000?

1:31:39

Mayor Jamieson: Can you answer that Warren, please ?

1:31:44

Warren: So the current planning scheme was prepared about 2011, there was planning for about 2036 at that time, and with some extra in relation to it, adopted in 2014, etc. It allocated generally up to around about 500,000 people in that

capacity that was there. Since that time, we've actually had a look very closely, there's been a number of amendments, which have provided some additional potential and obviously being released is now part of the regional plan. I think the question really is that the majority of the growth expected is accounted for in the current planning scheme. But as our population has been growing at a faster rate, there may be a need to relook at that as part of the regional plan and also our planning scheme.

1:32:36

Councillor Johnston: Thank you Mr. Bunker. The next question is the finance or discussion about who will pay, assuming possibility that this project went ahead and it was going to cost 1.5 billion and the council was talked into contributing 10% of that. Obviously, probably have to be serviced by transport levy of some sort. It have to be financed someway or other. And most likely through a transport levy. Would that transport levy to fund it likely to be spread across the entire local authority? Or would it be graduated to different areas? So in other words, if it was, the main benefit was along the coastal strip? Would there be a higher levy there? Get back into areas like the railway towns where there's rapid transit buses, a lower levy, and for the areas west of the railway line, where there's really no benefit whatsoever? Would they have to pay as well? Because that's one of the questions that I'm getting constantly from people in my area.

1:34:03

Emma Thomas: Through you, Mr. Mayor, that's a highly hypothetical question, and I would imagine when, after detailed business cases, and after people understand far more about what it actually might be, in terms of our future transport, it would be a decision, a future decision of at the Council of the day, to understand all those things to commit council to any form of investment, and also to commit how that form of investment would be paid for. It's not a decision for us to make you today.

1:34:35

Councillor Johnston: Thank you, Madam CEO. That's, that's the answer I expected. And that's what I've been telling people. I'll speak later. Thank you.

1:34:48

Mayor Jamieson: Councillor Suarez?

1:34:52

Councillor Suarez: Thank you, through you, Mr. Mayor. I just also had a couple of questions and I thank my colleagues for their questions so far. Christian counsellor Dickson, you scared me a little bit, you literally spoke about every question that I had written down almost word perfect, so I'm wondering if you were copying. I actually do have another question about the land use planning. We, James, you mentioned that the transit corridor planned in the 2014 planning scheme already accommodated for consolidation and growth in that corridor. And we have the new planning scheme coming forward, how does the detailed business case fit into that? So the process should be, maybe you could back, just talk me through the process?

1:35:44

James Coutts: Yep, and through you Mr Mayor and thank you for the question. The detailed business case and the planning scheme process are in effect separate, because one proceeds under a business case development framework set down by the state, and the other one is proceeding in accordance with the provisions of the Planning Act 2016. However, neither can ignore the presence or the influence of the other. Because at the end of the day, our entire existence is played out in two places, well two ways, places and the connections between them. So land use transport

integration is one of the key endeavours of good planning, whether that occurred through a detailed business case process or through the planning scheme. So the detailed business case, and we've seen it play out in the options analysis as well. The options analysis, like any business case process, is asking, what patronage or what outcome will be served by the provision of this infrastructure.

1:36:49

So if you're doing a road, for instance, how many vehicles will use that road, which starts with an understanding about where the vehicles are coming from and where they might be heading to, so origin, destination. A public transport project really starts with how many people will you serve by providing that service. And so it looks at how many people are in the area that will be served by that now. When you look forward, as much as we know, through the information provided by the Queensland Government statistician, how many people are projected to go there, and Queensland Government statistician projects for around 20 years. And so we get a sense of that. And then it also asked the question, as you'd expect it to, is that if you introduce that service, what will that service do to attract others who aren't currently there to actually go there. So what is its capacity to, to continue to enhance the serviceability of that area and the level of patronage. So the detailed business case has to ask us those questions to arrive at an answer about the benefits and the costs. And what that will turn out to represent in terms of the value for money of that project. That is insightful, and it can't proceed in isolation without an understanding about how that would interact and into intersect with the interests of the planning scheme.

1:38:13

So hence, during our community engagement process, we could have simply ignored any aspects of land use planning, but we chose not to, because they are, as I said, interrelated. So hence, the questions that we included our survey and the information we released around that. And the survey, if you recall, talked about the Queensland Government's statistician's projection of another 25,000 dwellings in that urban corridor, and then what would be the best ways of accommodating that going forward. And the reason we're looking at that is that it'd be more, perhaps sad to think of 2041 as an end for anything, that life would like go on, but it is saying what is the sort of capacity that will grow over time in response to something like the service that you provide. So it said it asked the question, would you like to see that growth accommodated by consolidating it in a slightly denser form around your mass transit stations, whatever form that mass transit might take, and centres and nodes being more intense, and then producing the opportunity for other things like cafes, lifestyle precincts, etc? Or would you like to see it spread more evenly on corridor? Or would you like to see it disperse broadly, throughout the corridor, and then included a graph or a pie chart that showed what proportion of all properties will be affected by doing that. So that was clear about the extent of change, and obviously, the tighter and more dense, and we're talking four to six stories predominantly around that first option as a very small proportion, as it happened, about 7% of properties could ultimately be affected by that in the longer term. So, that information, and just so you're aware that roughly, I think it was 73%, so that's not roughly, let's say, that's roughly three quarters of people elected that they were, they were happy with one of those three options as a means of accommodating that extra number of dwellings. So we haven't shied away from that. But what does the detailed business case do with that? Really not very much in the analysis of how patronage can be supported, and by what happens in terms of change continues. But the feedback received during that process is a valuable consideration in the engagement process for the planning scheme. And I would dare say that there would be some referencing back in the planning scheme engagement process to the outcomes of the engagement we've undertaken as part of the options analysis.

1:41:00

Councillor Suarez: So just so that I've got it clear in my mind because that was quite a long answer. So any future population growth in that corridor will be driven by the planning scheme and the input from the community and the industry, and not driven by any results that will come out of a detailed business case?

1:41:23

James Coutts: through Mr Mayor, that is, that is correct. No change of a planning nature can be made, other than under the auspices of the Planning Act. The Planning Act sets down a clear process. It's a process that is set down in ministers' guidelines and rules, and sets down how that change has to be promulgated, how it's to be subject to community consultation, and how it's going to be incorporated in the scheme. So the detailed business case is informative, and certainly more than passing interest to that process, but it's not interrelated and does not affect that process in any way.

1:42:00

Councillor Suarez: Thank you. I do have another question as well. Just gonna skip over the ones that Councillor Dickson has already asked. You mentioned in the original slides that the purpose of undertaking this project was to advance towards a better public transport system for the whole of the coast. And Councillor Baberowski pointed out a couple of communities in my division who were supportive of putting all options forward. I can tell you, I worked pretty hard with my community to get them to participate, because what I'm hearing clearly from them is they want better public transport, or any public transport. So my question is, should this go through, we're looking at a detailed business case, and the focus will be on the mass transit corridor, what are we going to be doing in the interim, for the communities that are outside of the mass transit corridor?

1:43:04

James Coutts: And thank you very much and through you, Mr. Mayor, I might refer you to the recommendations of the report, just thumb through and find them. But that was one of the things that really came to the fore in our conversation with the those communities, so I can record conversations with people up at Coolumb. They're interested in what we were doing. And the level of interest that was coming from the community around that has resulted in a recommendation to effectively not await moving forward with a detailed business case, or at least at the same time, seek to advocate for the provision of better services of the kind that you're talking about. So I'm trying to find a specific recommendation number 13. Yes, that's Trans Link division, which is a area of the state government responsible, being engaged during the detailed business case stage, to ensure that the broader Sunshine Coast region gains maximum benefits from improved public transport services, and to progress the supporting bus network. And so this goes to one of the points that community made, which is, and I had many conversations with people who said, nobody uses buses now. But in many instances, their answer to the problem was more buses. And I can understand their desire to have better bus services. And when you read our and look at our master plan, you realise that it has that multi layered spider's web type approach. So this looks to advocate for the staged rollout of the high frequency bus network identified in the options analysis, supported by priority bus infrastructure, and suitable Park and Ride facilities.

1:44:56

And you might recall in the draft options analysis we examined a much broader suite of options than the ones that were recommended to go forward. And that included bus enhancements of various kinds, sometimes infrastructure, sometimes services. They weren't carried forward, not because they're not a good idea, but in and of themselves, they don't give you that significant degree and improved services that is necessary. But they are an incredibly valuable compliment and support to the type of mass transit service that we're looking to introduce here. So that's one of the reasons why and that recommendation goes on to talk about ongoing improvement to local feeder bus networks, including bus route frequency, improve service patterns, and the provision of bus priority, and park and ride facilities,

enabling residents from all parts of the Sunshine Coast to access the public transport system, noting the community's desire for park and ride facilities and a number of occasions such as Coolum. Now that that recommendation as part of this report is only able to have the power that it does if this report proceeds. And that if and if it's, if we advocate in the way we say in this we will, but it is there as a clear recommendation.

1:46:17

Councillor Suarez: Thank you for that I did read the recommendations and the reason for my question is I took that recommendation as to be improved bus networks to connect to the mass transit corridors. So until we have a mass transit corridor, those divisions that are outside of it would not be getting those increased bus services. That, so hence my word interim. What are we doing, you know, from today, because if this, whatever it may be, is not going to be constructed till 2027. That's still another six years. And we talk about traffic congestion. I can tell you, Councilor Law pointed out that I'm on the radio most mornings, the traffic congestion in Perigian and Coolum is out of control. So is that recommendation 13 to progress those events, bus networks and increase services from whenever the state government gets it and we start talking about it? Or is it after the mass transit has been built?

1:47:18

James Coutts: No, it's intended, through you Mr. Mayor, it's intended to be an immediate effort on council's behalf. There's a good reason for that is that that despite people saying nobody uses buses now, people do. In fact, the 600 service is actually quite well patronised. And that if you look at good public transport systems, they don't just emerge and suddenly appear overnight. They usually built on services that are operating reasonably effectively now. So the 600 bus service, for instance, operates at a 15 minute frequency, and has reasonably good patronage. It's it's not spectacular, but it is the sort of starting point that you can already connect into. And it has the capacity with better connections to operate even more effectively and efficiently, and would reinforce the benefits you have out of running a service like that connecting the key centres along the urban corridor.

1:48:13

Councillor Suarez: I have another question. Mr. Mayor, you talked about our involvement in the detailed business case, putting in the seven and a half million dollars gives us an equal share with the state government, but they ultimately make the decision. What would our involvement look like? You know, how many people from counsel how much input from counsel, what's the process? How can we be guaranteed that we will be able to have that heavy weight in terms of influencing what's going forward?

1:48:45

James Coutts: Through you, Mr Mayor. The process we're seeking to, to embark on would commence with the preparation of a memorandum of understanding between Council and the state government, principally the Department of Transport and Main Roads. That Memorandum of Understanding would set out the roles and responsibilities and the functions to be formed by both parties. The reality is that the Department of Transport and Main Roads has to lead this. They are the agency, the state government agency, for delivering on public transport, we can't change that. However, our seat at that table through the arrangements established under a memorandum of understanding would give us the opportunity to perform that role effectively. Looking at other examples that I've been part of and being part of MOU's between state and Commonwealth and State and commonwealth and state and local and most recently, my time in the state between the state and Gold Coast City Council on a particular project, they are very effective at ensuring both parties do have appropriate input. As to the team that will be set up, it will be my desire that it would be a joint team and cogitated so that it operates as one, one consolidated cooperative unit in a fully integrated way. We won't know whether that's possible, until we've effectively handed this over to the Department of

Transport and Main Roads and they start turning their mind to that. But that would be my intention that that cooperative arrangement would be established from day one. It's, there's no question in my mind that, that this is our turf. Nobody understands this place better than we do. And DTMR would not just welcome the opportunity to take advantage of our detailed understanding of the local situation, but would almost absolutely rely on that, to ensure that the information they have is accurate and contemporary and informed by our understanding of what's going on.

1:50:51

Councillor Suarez: So just Part B to that question, Mr Mayor, in terms of the structure, we've heard from a number of councillors, there are some that will be highly impacted, because the route goes through their divisions, there are other divisions that will be less impacted, because it doesn't go through there at all, but they still have the needs. So what sort of involvement will we have as counsellors in the decision making going forward if the business case should proceed.

1:51:21

James Coutts: Through you Mr. Mayor, In most memorandum of understanding that I've been involved in establishing, there is a clear description of how that interacts with the decision making processes in in each level of government. We would be really our own masters in that. So whatever mechanism that council felt was the appropriate way of ensuring all of you who wanted to have a say in this could have that side do so effectively, it's really down to the arrangement that the council wants to establish. To this point, we've had a project control group, which has a select number of councillors, as part of that. I doubt, I in no doubt that that arrangement would be continued, and perhaps recast to involve a broader range of council interests to have a have their effect through that mechanism.

1:52:16

Councillor Suarez: Okay, thank you, Mr. Mayor, I might reserve the right to speak, should I after the other questions.

1:52:21

Mayor Jamieson: Thank you, Councillor Suarez. Councillor Law, please.

1:52:24

Councillor Law: Thank you, Mr. Mayor and questions, if I may, please. Just following on from some of the comments already made around recommendation 13. That is about a recommendation of this is what should happen, that we should have a far greater improvements to our broad network of public transport. But if I can go down to recommendation 14 D, we've got a comment there around 'continue to advocate for.' Now, the first part of that says about CAMCOS. I think we've done CAMCOS, I don't want to go there. But the second part that 'improvement in feeder bus networks, including bus route frequency and improve service patterns.' Now we've got the word 'continue' there. And at the beginning of it, it's about following support actions. How's that going at the moment?

1:53:16

James Coutts: So I can only say, sorry, through you Mr. Mayor, I can only attest to my involvement in that in that process. In that that's broadly led through the transport infrastructure planning area under and in that part of Council, and I've been involved in a number of discussions with TransLink and Transport and Main Roads on that. And so, and we have a quarterly, we have a quarterly session, I think between all the senior officers in Council and the senior officers in DTMR around all our overlapping and interrelated interests. And so those mechanisms are used for us to perpetually promote our intended outcomes. And so that's a formal mechanism. The state is represented at high levels across their planning and TransLink operational areas etc. And so any issues or concerns we have drawn to their attention those

those meetings are minuted, etc. So and then we have a series of informal information sessions as well, so we use those to draw DTRM and TransLink's attention to the need for these services.

1:54:34

Emma Thomas: Through you Mr. Mayor, if I could just add to Mr Coutt's answer on this. Some months ago, I wrote to the director general of Transport and Main Roads highlighting the significant appetite of residents of the coast have for improved public transport systems. As a result of that correspondence, the acting head of TransLink, Sally Stannard, came to visit me last month, and I had a meeting with her and head of transport planning, Mick Cooney, to talk about how we could progress actions, tangible actions on the ground for us here in Sunshine Coast. Whilst we don't have those on the table today, there was significant commitment to bring our teams together and try and understand what we can show as our next steps for public transport here. So we are not taking, waiting for anything to happen for the longer term and the big projects that we need, but recognising that we have a number of public transport needs across the whole Sunshine Coast region.

1:55:40

Councillor Law: Thank you. And certainly, we have, I believe a huge number of immediate needs to improve our public transport, if we are going to have any luck in getting people out of cars, and into buses, into any type of public transport or active transport. Then we focus on the question though, if we go forward with this, we've committed \$7.5 million the state will match that, that will then become the fifth report in a journey over 10 years. And so far, all we have is, with the greatest respect, paper. We don't actually have anything tangible to improve our transport networks across the Sunshine Coast. So could you give a very quick high level comment on what do we get for 15 million.

1:56:32

James Coutts: We get, as has been said, a detailed business case. And no project of this kind will proceed to a procurement decision without that step. It's set down in the Queensland Government's business case development framework, and is a necessary final step. It is also a necessary step in the Infrastructure Australia as the case development framework. So you're right, it is more paper, but it's essential paper. It's paper without which we do not get ourselves in a position. And nor does the stage of understanding that they have a project to deliver.

1:57:09

Councillor Law: So it just strikes me as a hefty price tag for another report when we've already got so much information. However now I've lost my train of thought. Sorry. I'll just rest for now.

1:57:22

Mayor Jamieson: Thank you, Councillor Natoli?

1:57:27

Councillor Natoli: That last slide that you had, can we bring that back up? It's the one where it talked about some of the steps that are required, that talked about the planning scheme, parking.

1:58:07

Councillor Natoli: One of the slides. Yeah. That's it. So, council, can we have that, Council should support actions to progress the planning scheme? I'm just trying to understand what that means. Because we are always progressing the plans game. I'm just not. I'm just not aware how this ties in with the mass transit.

1:58:36

Arthur: Through you, Mr. Mayor, look that action, the way the recommendations are laid out in the report, that action really is about Council's role as well moving forward, what else Council could do and it lists a number of actions and one, of course is progressing the planning scheme. The placemaking parking management, and active transport conditions is when the state government's progressing the detailed business case, in they are areas that they will look to council for supporting direction on.

1:59:08

James Coutts: Sorry, if I might compliment that answer. I think your question might have been in part around have we not indeed taken the action to progress the planning scheme. We've taken the action to resolve to undertake the preparation and planning scheme. But under the Planning Act, there are a multitude of actions that flow from that. So just beginning, just deciding to start the race doesn't mean you've run it and finished it. You have to go through all the various steps set down in the minister's guidelines and rules for the preparation of a scheme, the notification of scheme, the consideration submissions through the the referral to the state for state interests and the advice the Minister about how submission has been dealt with. So that is a reference to a sequence of actions that would occur in relation almost all of those things. None of those things occur, just like [snapped fingers] what we're going to do placemaking things like that.

2:00:00

Councillor Natoli: But there being the expectation that if we go down this path of the top business case, that that would actually be part of the process that we need to advance the payment scheme based on, you know, the 2017 regional plan and the infill targets that we have to meet. Is that correct?

2:00:20

Leah: Through you Mr. Mayor, it's really just a consolidation of the recommendation, which talks about preparing the planning scheme, but having that informed by the feedback that was actually gathered through the mass transit engagement. So that wrap up for that particular dot point relates to recommendation 14, which specifies that we'll pass on information that we've gathered through the engagement to help inform the preparation for planning scheme.

2:00:48

Councillor Natoli: I need further clarification, because Councillor Hungerford raised this issue about pretty much 2014 plan caters for most of the growth that we're going to the 200,000 people. Warren, you, you talked about the fact that that plan...

2:01:04

Mayor Jamieson: just ask the question.

2:01:06

Councillor Natoli: So the question I want to know, is, is this path here, that bothers me, that I don't think the significance of this is really understood. I understand that the planning scheme has a certain amount of capacity that's already built in. But it's the changes that happen in 2017 that changes the whole focus of that among the coastal corridor. And that's the part that doesn't get picked up.

2:01:31

Mayor Jamieson: So what's the question you are wanting an answer.

Councillor Natoli: What I'm trying to explain, what our obligations are under the regional plan in terms of meeting our obligations, in terms of infill targets, within the coastal corridor.

2:01:48

Warren Bunker: As James raised before, two separate processes. This is a project we're doing our options analysis in relation to a project. We also have an obligation as a council to continue to do our planning, in accordance with the state planning requirements, Planning Act, etc. The planning scheme is always changing. As we start doing amendments, and over a period of time we do a major review. And that's where we're just put our hand up and said, we'll start that process. When we start that process, all consultation that's done on any project is actually part of that feed into that early works for that place. So what this is saying is, all that feedback that we received, some of it was directly about the project, some was about a range of things in the Sunshine Coast region, it needs to be passed over and ensure that the planning team don't start from scratch, they have all that available information as their basis as they move forward. That's what that provision is. Conversely, we take a lot of that input, particularly some of that really important input through this process, this feedback, which talked about what people wanted at the place level, and we'll take that across to our place team in our design for other areas to make sure that that information and that guideline is passed across. We also received quite a few comments in relation to the options paper, which dealt with parking, and improved active transport. And again, there is a desire to actually ensure that feedback is passed across, and then used by other parts of Council, because it's very valuable and very rich feedback for the Council to learn during this process.

2:03:27

Mayor Jamieson: Are you done Councillor Natoli?

2:03:30

Councillor Natoli: Mr. Mayor, I just I want to be able to speak against this motion. And, and one follow up on that point, Councillors, it's very clear ...

2:03:41

Mayor Jamieson: You are now speaking to the motion.

2:03:43

Councillor Natoli: I'm going to speak to this motion...

2:03:45

Councillor Natoli: It's very clear that it says in the report here, at least an additional 53,700 consolidation dwellings are required within the region by 2041 to achieve the Shaping SEQ Consolidation benchmarks of 62%. This equates to approximately 2240 additional dwellings in the existing urban areas each year from 2017 to 2041. Based on the current trends, it is estimated only about 40% of the required 53,700 dwellings will be taken up without intervention to provide infrastructure and review the land use planning arrangements for the Sunshine Coast urban corridor to encourage and support further urban consolidation. So, in in terms of that, there is a fear campaign based on this mythical thing that we are not going to densify this coast, that you know everything in our current plan is in 2014 is, is not true cause it all changed in 2017. The council and the state government has sought this plan, and it decided that flip everything over and a consolidation increase from 40% to 62%, and I even read a document the other day that it's up to 63%. And so there is this third (certain?) unknown until we go through the payment scheme. People don't really know what that means,

because the community's never been asked. We've never ever, ever approached the community and said, 'This is what our plan is, do you actually approve this?' You know, those people that live in that area, and their investments, they've never been asked. You know, the regional plan, you know, people are discovering this now. And that fear is real. You know, if it is a fear campaign, it's real, because this document tells us exactly what the future lies for them. And so my concern is that Councillor, to be able to accommodate that future growth, this whole process of mass transit is all about urban consolidation, it is all about where we put our people, and we can't do that without a mass transit.

2:06:12

And I've not heard anyone in our community that doesn't want better public transport, doesn't want to fix the congestion on our roads. I have not heard anyone in that community that says that. And I think but the theory is that we are going to destroy the ambience along the beach, by putting in tracks and overhead wires and basically create a mass transit that has the capacity, like the Gold Coast, to where the sky is the limit. Because once you've got that, the comments about how economical and how it weighs up is adding to construction for the next 50 years, is it how long is a piece of string. And that is the fear about light rail. It's about the fear about what will happen with that. It's not about them not wanting to improve public transport, or reduce the congestion, but we've been failed as a community by the state government.

2:07:07

Over the last 20 years, I've seen significant growth here on the Coast, they've not put any money apart recently, the Nambour connection, a little bit around Kawana Way with around the roundabouts and the four lane around the hospital. That's it. The congestion is rife all over the Sunshine Coast, and we need to find solutions. But if we go down this mass transit project here, you know, we will have to make a contribution if we want them to be encouraged to go ahead. Based on what I can see here, and nearly 1.6 billion, and everything I've heard from Mr. Coutts is that it will be light rail, you know, the previous strategic business plan. It's been it's been put forward that it was the preferred model. If we're going to be advocating for the state government, the report - 10 out of 10 light rail - 10 out of 10 You know, if it comes to the top of, as cream does, comes to the top of the equation all the time, and I can see Mr. Coutts nodding. It is true. There's no doubt if we went down this path, that's what will happen. But have we asked our First Nations people in their country that they want light rail tracks, overhead wires? I'll table two letters, correspondence from two different parties, Gubbi Gubbi and Kabi Kabi people do not want light rail on their land.

2:08:39

Mayor Jamieson: Can I arrange for an extension Councillor? Councillor Dixon? Someone to second please. Councillor Suarez, those in favour? That's carried unanimously Thank you carry on Councillor.

2:08:55

Councillor Natoli: Mr. Mayor, councillors, we often talk about debt, and if we make a decision and send the five options to the state government in light rail gets up, we're up for possibly \$160, \$170 billion dollars based on the Gold Coast model. Their population base is much bigger than ours. So they rates for their transport levies nearly \$100 more than ours. I don't know what that will do in terms of our rates, but at least they say it's the same as the Gold Coast another \$100. And that is paid by every rate payer on the Gold Coast, not by benefit, by those that actually benefit. And every business pays a percentage. So businesses actually pay a lot more and, and yet, only those within the Gold Coast light rail corridor benefit from that.

2:09:48

The other issue that that we have is that we are reliant on the state government's goodwill, that they're actually going to give us funding to do all of the other public transport stuff that we need. I want to see better public transport in Nambour, I want to see better connection from Nambour to Maroochydore, from Coolumb to Maroochydore and from the university to Maroochydore. And the 600 [bus] that Mr. Coutts talked about, is the only bus that runs every 15 minutes. All the others fail us miserably. They call it a safety net. And we've had a safety net for how many decades and we've not had the improved money spent in this area for the roads, and we are choking in congestion, and the mass transit will not fix that. So Mr. Mayor, I want to move an amendment to the current motion, and I'm happy to read, I believe you've got a copy of that

[indistinct mumbling in background]

2:11:01

Mayor Jamieson: Councillor, just to be clear, Councillor, you have now spoken to the motion. You called it an amendment, what you've provided to us, in my view is not an amendment on that before. Needing to give you an opinion on that, it would be an alternative motion. But as we're already dealing with motion, we need to deal with it until it's completed. If you wish to present that thereafter, I would be seeking some advice on a couple of the items in terms of the, the sort of legal issues that might exist with some of those. But for the moment, we're gonna stick with the motion we're dealing with. I assume you've now finished you're ...

2:11:58

Councillor Natoli: If that's the case, I will finish on this basis. I do, every council has seen the alternate motion, and you have an option here. You either send, send the five options. And as you've heard, he cannot guarantee that light rail won't be one of those preferred options. He can't, can't be guaranteed that it won't be and if we go down that pathway, and as I've heard, and I know a lot of councillors are opposed to light rail, what happens then, even if we do have some interaction, what happens at that very point, if light rail is the preferred option and the councillors doesn't support it. We've wasted all that time and effort when we, we want to progress some of the other options like the rapid bus. We want to progress the trackless trams, we want to progress the quality bus corridor. But the community has spoken loudly that they do not want light rail. It's very clear that we have seen through the process, and especially the survey that we have, that the community have not supported light rail. Only 13% supported light rail with overhead wires and tracks and 18% support wireless light rail. And when you think about the survey that was undertaken, 3890 people are committed to that. That's a very big sample, a very big sample of people that we can extrapolate right across because most surveys that are undertaken, and they can do this in the elections in America for 300 odd million people that 1000 person surveys, substantially be able to give you plus or minus percentage point in terms of accuracy by.

[unknown] Okay, so I would say to you Councillor...

2:13:56

Councillor Natoli: The community have spoken loudly, that they do not support light rail. The survey backs that up. And I'm saying to you do not support this. I'm prepared to put up an alternative motion. And I would try to deal with support that..

2:14:13

Mayor Jamieson: Counsellor. Thank you. I'm gonna go to Councillor Landsberg.

2:14:18

Councillor Landsberg: Thank you through the chair. I had a couple of questions for an officer but I will just like to probably ask a question for Warren, on a comment that Councillor Natali made about Council hatching plan between the state government and council to change the infill from 2017. Would you like to comment on that?

2:14:43

Warren: Through you Mr Mayor. When the SEQ Regional Plan process was done, that was a state driven process. Council and the community, through a whole range of mechanisms had a lot of input in relation to that process over an extended period of time, and so council was definitely providing input throughout that entire process of different drafts for its components. It is in fact a state government plan when it's signed. And but it is a plan that actually is, we need to actually work with, and work through and ensure that we're meeting those requirements.

2:15:20

Councillor Landsberg: So in relation to sorry, sorry, before this options analysis has been finalized, we've made that decision back in 2017? And regardless, if this study hadn't been carried out, we wouldn't have changed direction, direction up to date.

2:15:39

Warren: So, as mentioned, an options strategy planning scheme, in the planning scheme side, yes, we will need to ensure that any planning scheme or amendment or any new planning scheme is reflective of the latest state government direction in relation to the original plan.

2:15:56

Councillor Landsberg: Okay, thank you. I just like to make a note through the chair that comments undermining our study has been out in the social media, and I'll just make that quick comment before I mentioned that but yeah, I do take offence to the comments of obviously, council colluding with state government to change our infill population growth or our infill dwellings requirement. And section 8.1. In our community engagement, I just like to read a paragraph: 'For the purposes of assessing strategic priorities in the options analysis, and following previous and current direction from TMR, the CAMCOS corridor is considered for regional rail purpose only, and is not suitable for a local access function.' Now, probably a question for whether the officers, but do you feel if you were to do this options analysis again, did we really, because this was feedback that I received from Community Engagement down this end of the coast, which I attended every one of them in Division Two, and a couple in Division Three, was explaining the difference between those two rail corridors and the benefits, benefits from one to another. And I think that was an area that I think we could have done better.

2:17:16

James Coutts: Through you, Mr. Mayor. When we became aware of a view that CAMCOS was considered to have the capacity to perform a genuine local mass transit service, we commissioned a study which is included in the draft options analysis. It examines the capacity for the provision of regional rail in the CAMCOS corridor to serve a local mass transit function. And hence the figures in one of those slides I've put up, where roughly 12,000 people would have walk up catchment access to regional on CAMCOS versus 66,000, in the local mass transit corridor. It's not a matter that we choose, for a range of reasons, to strongly promote because it is a, if you like, defensive response to an accusation that CAMCOS or regional and CAMCOS could do that. And while I appreciate the complimentary views about the effectiveness of the survey in obtaining people's opinions, I've also commented that it's a, it's a, it's a big and complicated survey. And so throw, throw loading and extra questions, that's all people's level of understanding about the capacity of this, compared to that would have really need not been of great benefit. In that what we were principally

interested in was, were people, first of all, understanding what these, the benefits and impacts of these options would be and then expressing the view about whether they were prepared to see them go forward for further study, knowing that that did provide a good quality local mass transit system. We made no bones about the fact that regional rail and CAMCOS is an essential part of long term master plan. It's been a corridor reserve for more than two decades. If it was there now and if the Commonwealth says tomorrow, we're going to fund it, we'll be doing handstands for sure. And we're not about to say that, sorry, we don't want that because we want to work on the transit system. Those two ultimately will provide you an effective interconnected public transport network, providing two separate but complementary functions. So the two together ultimately, will provide the skeleton of the mass transit system for the whole Sunshine Coast. And perhaps arteries might be a better way and the veins being given the high quality, high frequency bus connections, so we do end up with a body that pumps strongly around public transport service.

Mayor Jamieson: You finished Terry?

2:20:16

Councillor Landsberg: I have another quick question. Thank you. And it was probably Councillor Maria, obviously, pretty much answered the question or asked around the about the memorandum, memorandum of understanding with the Gold Coast through that process, for their detailed business case. I think there's many lessons to be learnt, regardless of what mode of transport is decided during the options analysis. But some, a lot of the feedback that we've received on obviously inspecting that site down there is a lack of embellishments and the visual amenity, the planting that was really left out through that whole process. So I'm sure that as Sunshine Coast council, we will be really strong, we're different. And it's an opportunity that we can look at mistakes, maybe that have been made previously, around many, many other areas in the country. And I think we're an opportunity to deliver projects, the Sunshine Coast, in its totality.

2:21:17

James Coutts: Through you Mr Mayor. It's your comment about looking to the learnings from the Gold Coast, we have had conversations already with a team in Gold Coast city council that worked and participated in in the business case preparation, and then the implementation of the project. So we already have started to compile a list of the learnings and one of them is that there was there were circumstances there were things as you described by embellishments, didn't see their way on the ground. And we've got a clear understanding from the people we've spoken to about how to overcome that issue and how to make that front and centre in council's consideration, and take it from myself and the team, and none of us would like to see ourselves associated with a project that fell short in terms of the quality of an environment we want to create as part of this, and we will remain heavily invested on your behalf to ensure that occurs.

2:22:23

Mayor Jamieson: James, based on some of the commentary you've made, I intend to speak to the motion. Now I understand, but as the Chair will have the prerogative of doing that, and I'm going to do it now. And I want to just start by saying that today's part of the journey that started as I said before, in 2011, with the AVID Council, you will recall in 2011, that was three years after amalgamation. We've been carrying on with that work and dealing with the improvements along the way, looking at alternative technology opportunities and continue to do that. And of course, we had two Councillors, Councillor Dickson and Councillor Hungerford, who were part of that first amalgamated Council. Prior to the amalgamation in 2008, there wasn't a whole lot of collaboration between Caloundra City Council and Maroochydore Shire Council around public transport. That's a legacy we've got to deal with today, because Council perhaps didn't fight hard enough at that time to ensure the state government paid attention to what our transportation needs were. And we're only part of the way along that journey with considerable more work needing to be done before any decision about what is the most appropriate public transport solution for our Sunshine Coast, let alone before any

decision is made by other tiers of government on what they will fund. And, as has been said by other speakers, we haven't always been first at the door when it comes to handing out the money for state and federal governments.

2:24:14

But never let it be forgotten that we're here today because of the failure of federal and state governments to discharge their responsibilities around public transport on the Sunshine Coast. And isn't it great that council's prepared to stand up for our constituents to make sure that we pay attention and we can get a solution. And may I remind everyone that despite all of the clamouring by LNP state members and federal members in this region, and indeed some of our own colleagues in this room, that the rail on the CAMCOS corridor should be our only public transport solution, there's no plan for that project. There's no publicly released options analysis. There's no public consultation on the options for the CAMCOS alignment. Most importantly, there's no funding solution. In fact, there's never been any funding despite it being proposed over 20 years ago.

2:25:25

There wasn't funding when the LNP was in government, and there isn't funding for CAMCOS now when the Labour Party's in government. Councillors, I'd like to make the point, however, that we have always said, there's no competition between the CAMCOS corridor for regional connectivity between the city of Maroochydore and the city of Brisbane and the mass transit, which is a complimentary and necessary addition, in an integrated public transport system. As has been said, our region is the second fastest growing region in Queensland, heading towards being home to more than 500,000 people. We need both the CAMCOS corridor and the mass transit solution, whatever that might be from the options analysis. And you've already heard today by a couple of speakers that we have the highest per head of the population, motor car ownership in the country, second highest, sorry, behind Perth. Why is that? No public transport, or at least a poor public transport system in the eyes of many. Simpler to just get in your car and just drive, despite all that congestion that exists. And how much more congestion will there be with another 200,000 people added over the next 20 years. And I don't accept sermons by the Federal and State members that the Sunshine Coast can only have one. Why would we settle for that? That's not how they apply the rules elsewhere. If we at this Council accept a vastly lower standard for a public transport system for this region than exists elsewhere, then like the federal and state members, and perhaps some of you in this room, we're selling our residents short.

2:27:17

As I said at the outset, we still, we still have a long way to go on this journey. What we are considering the day is the options analysis. Let me say that, again, an options analysis. So there's no misunderstanding. We're not deciding on what type of mass transit solution should be delivered to the Sunshine Coast. We're not deciding the final route for whatever is eventually delivered. We're not rejecting CAMCOS, because, as I said earlier, there's no competition. And we're not proposing any amendments to the planning scheme. What we are doing is receiving the results of the analysis of the five options considered. Receiving the results of an extensive community engagement process for which our officers are to be commended for conducting.

2:28:09

And if you haven't noticed, the media has been running a variety of polls and surveys as well. Channel Seven overnight survey 1000 people, 52% prefer light rail. The Sunshine Coast Daily, a poll of about 750. According to you, Joe, statistically significant. The light rail rates in the top two. So it's interesting what 350,000 people think isn't? And how you can take a little slice from here and a little slice from there a little slice from there and still get it horribly wrong. So we're receiving the results of the analysis of the five options considered, we're receiving the results of an extensive community process. And most importantly, if we endorse the options analysis, we're saying to the 68% of people who

told us it was important to have a good mass transit system on the Sunshine Coast, that we've got their back. We'll be ensuring that the five options currently on the table are explored further. We'll be holding the state government commitment to jointly fund the detailed business case for Stage 1 of the mass transit solution, a commitment that I personally broken with the Premier and the minister. And that's about taking our fate into our own hands. And we're keeping alive the prospect of a better integrated, sustainable and accessible public transport system for our Sunshine Coast. And I'm sure everyone agrees that's going to be absolutely essential for the future. Now unlike others, I made a very clear election commitment in the lead up to the 2020 council elections, and it's probably the most substantive public transport commitment of any elected representative on Sunshine Coast. I'll tell you what I said. I'll push for the completion of the detailed business case for a mass transit solution, and advocate for state and federal government investment in the preferred public transport solution that will link our suburbs and is in line with what, with what our growing region needs and deserves.

2:30:24

Now I won a two candidate preferred vote, 57% of people on the Sunshine Coast elected me as me. I'm not going to desert them now on one of the biggest issues we've got as a community for the future. How often are councils or governments generally criticised for not having the infrastructure in place before the people arrived, but at least as the people are arriving? Quite a bit. Well, you know, we're trying to avoid that. And this is very forward thinking. And I congratulate councillors on that.

2:30:54

As for the suggestions about removing light rail from the five options, I think we'd be perpetrating a furphy there, and also potentially compromising the integrity of our CEO and our staff. Our officers have worked tirelessly to undertake a thorough options analysis, we went out to the community with five options, and we sought their feedback on all five options. To remove one or two of those options from the analysis. Now, when no commitment is actually been made to any one of those options, I'd described that as doctoring the truth. It is incumbent on us all to provide the state, there was after all responsible for the public transport network, ticketing, the rolling stock, the staffing, the investment of the dollars in tax that we paid. And this region has become a real cash cow for the state government. It's up to our local state members to make sure we're getting our fair share when it comes to public transport funds for our region. We're making it easy for them. And to remove an option or options now is dismissive of the feedback, the time and the efforts of many members of our community who have indicated their support for that option. May I remind everyone around the table of these obligations as an elected council and the local government principle with which we must all adhere. We have a responsibility to represent the region, all or our region, 350,000 Those that are here now, and those that are going to come in the future. Removing one or two options now is effectively saying to those residents that's that supported it, or interested in seeing it further explored, that their views are of no interest or significance to us. They're the people that elected us. And I ask each of you to consider this carefully today as you consider the report provided by our offices. But I would be happy to declare that I will certainly be supporting the officer recommendation. Thank you. I'm now gonna go to Councillor Law.

2:33:12

Councillor Law: Thank you, through Mr. Mayor, a couple of other questions, please, if I may. And if we go to detailed business case, can a new option be considered that is not one of the five options that is in the options analysis, because emerging technology that doesn't have a long history of data behind it to justify that it is the best option and it will create the best return on investment? For example, the light rail options, how can we be sure that the new emerging technology will be considered and could become the recommendation of a detailed business case?

2:33:57

James Coutts: Through you, Mr. Mayor, you will see in the recommendations, there is a reference to taking account of emerging technologies. To an extent we have the options analysis document already showed faith in a number of emerging technologies that, as I mentioned before, are not yet fully proven, but we knew enough about to include in the mix because of their promise of providing an appropriate level of service response to the problem. So I have no doubt that the detailed business case will cast the net even wider as and we would have heard a lot of the media coverage about the emerging hydrogen economy. There's a lot of very bold and brave pronouncements about the hydrogen economy. I suspect we're a few years away from those pronouncements becoming reality but there's no doubt that as an alternative fuel source that presents itself, and we have already had conversations with companies that are looking to utilise hydrogen in the as both an indirect via about recharging batteries or direct power force to, to the motors that will charge various types of mass transit technology. That process and line of inquiry will continue in the detailed business case, and hence our reference to the need for it to do that, I don't have any doubt that any organisation, and this would almost certainly be done by a specialist business case advisor, as we had PWC as ours and, and DTM will do the same would, would cast the net wide, if only because some of those technologies provide such promise that to not consider them, and bearing in mind, we're talking, we're in 2021, this thing will commence operation probably six years from now, what will happen between now and then is very important to understand. So the detailed business case would look at all of those, and you may well find a variant at least, if not a whole new option emerge as a result.

2:36:05

Councillor Law: And you've just touched on my other question, which is 2027, is that the ideal start of construction? Or is that the ideal start of Operation?

2:36:16

James Coutts: Through you Mr Mayor, that would be on the timeframe I set out is when the system will commence operating.

2:36:23

Councillor Law: And what's the likelihood of the state actually being ready to fund at that level that quickly?

2:36:32

James Coutts: Through you, Mr. Mayor, I would hesitate to speculate. What I would say, however, and this is something else that the document makes mention of which could not be done at the draft options analysis stage is the decision around the 2032 Olympics and Paralympic Games. It is a time when consideration is going to be given by the state and in particular transport agencies to what they see as legacy projects. And so there is no better time to be putting forward a project that would create that type of legacy from an event like the Olympic Games, whether that, in and of itself, gives cause for the state to fund this, I can't say. And there's no question. There's a lot of projects seeking priority for funding from the state, but what I can say for sure is we don't even get in front of them. We don't even get them to ask themselves the question, will they fund this, if we don't send this through as a well considered and fully analysed options analysis process.

2:37:46

Councillor Law: Leaves me with a lot of concerns, but if I just might make a few comments to the motion, please. I appreciate everything that we've heard and the options analysis and the detail that's there. But I'm left with a wide number of concerns about this. And yes, as you've rightly said, Mr. Mayor, we are required to act for the whole of the Sunshine Coast. And I think there appears to be history where Council has done that quite well. But I see a continued

continual, in terms of public transport in the hinterland where there are only 30% of our population overall, a continuing lack of infrastructure coming, because most of the people are choosing to live where most of the people already live. So most of the infrastructure goes there. And we continue to be overlooked for public transport, which is what we're talking about today. So I'll stay on that. I came to the hinterland 20 years ago, and there was a promise of rail duplication to Nambour. We're currently looking at our 13th report at a cost of \$5 million. And that piece of infrastructure exists, it's a very slow, it's a very old, and it's only one track. And we're still on a promise and another report at a cost of \$5 million and the state have got to match it at another 5 million. So there's another \$10 million report. And still, public transport is woeful in the hinterland.

2:39:24

Our transport levy goes to support many fantastic projects, one of which is actually operated by community volunteers, because they would have no other transport to access the rest of the Sunshine Coast, without the transport levy to support them to volunteer their time to provide a very basic transport service for their community. It's a wonderful example of what the community can do. And I have huge concerns that we've got another significant region-making project for the significant part of the region without consideration of what's going on elsewhere. And it leaves me in a really, really challenging position of how do I support my community? And how do I support the whole of the Sunshine Coast? So am I supporting the motion or not? Yes, we must improve public transport. I've got grave doubts that this is the best way to do it. But if we don't put the options analysis forward, will we actually get another 20 years of nothing at all. At least this is a big, big stick, to get the state government to finally do something I've been personally, and my family have been waiting, 20 years for some improvements. It hasn't happened. And my family has contributed to that awful car ownership problem at the moment, because my teenagers are becoming car drivers. And it's a real issue. We're not doing anything to support our active transport network. Today is National Ride to Work Day. Now, I would have actually partaken in that. But to actually do what I needed to do today, it was impossible to have a safe commute on a bike to do what I needed to do today. I could have probably done it unsafe, I could have done it in beautiful scenery along the coastal trail. But that wouldn't have done it quickly enough to actually get to this meeting on time, or get to the other meeting on time. So we've got some serious problems with our public transport. And on the one hand, I don't want to support it, because I'm not sure that light rail is supported by our community, so I would like part of our motion to reflect that we want to make it really clear that in our community engagement, it did not support light rail, of any kind. I'm concerned that it's obsolete technology, because once you put hard rails in the ground, you've a massive decision to say you're going to remove it again. But we need mass transport, if we are going to do anything to change, public transport for our people in a growing, growing society. I've spoken to the Community Strategy Leadership Group, which I sit on, they are fully supportive of mass rapid transit, have spoken to a multicultural Action Group, which I'm a member of - they fully support mass rapid transit. So yes, we must provide mass rapid transit. The multicultural group represent a bunch of people who don't have cars and who don't have car licences. So it's a problem. So on that it's still really hard to determine but public transport needs urgent attention.

2:42:37

Mayor Jamieson: Thank you, Councillor Law. Councillor Suarez.

2:42:41

Councillor Suarez: Thank you, through you Mr. Mayor. I might ask another question, considering Councillor Natoli's spoken to the motion, but he raised something that I've just like to explore a little further. With the detailed business case, should we go to that we'll be exploring the other five options. How much weight does community feedback have in terms of infrastructure projects? I know when we build bridges, or we do other roads, you know, essential infrastructure that has to go ahead and it's not necessarily determined or dictated by community sentiment. So how much weight does

the community feedback have in determining which would be the preferred option through the detailed business case process?

2:43:33

James Coutts: Through you Mr Mayor. The detailed business case process proceeds, as I mentioned before, in accordance with the business case development framework. That sets down an outline of not just when, but how community consultation should occur at each of the stages. And it's quite common for a detailed business case, in fact, becoming almost an essential element of a detailed business case to be subjected to consultation. And that's for a number of very good reasons, and the reasons that we weren't able to actually address at the options analysis stage. And that is because at this point in time, while we can talk about a potential route for a mass transit system, we can't talk about the alignment. Because we don't know the system we're going to be operating along that route. And it's at the time of the establishment of alignment, that the detailed business case starts determining some of the essential questions people had for us when we're out in consultation. Will this this proposal affect my property? We don't know. We don't have the alignment. And there was a series of questions. And I think in our, in our response to that matter, when we had the special meeting in last August, we outlined the things about which we're really not able to engage at this stage. So those are the very things that would be the focus of, and very detailed things that would be a focus of, community input at the detailed business case stage that would, in and of itself, look at the various options that would generate those alignments, and give the community an opportunity to have a say about that. Arthur, do you have anything to add, from your experience of detailed business cases.

2:45:22

Arthur: Through you, Mr. Mayor, at the detailed business case stage you're taking the analysis that, you would have seen in the options analysis, particularly the back end after the multi criteria evaluation, to the next level. So for example, the environmental assessment would be through field survey, assessing whether there's matters of national significance, matters of state significance, even looking through the social lens, in terms of community impacts, other impacts, through the economic lens, through the technical lens. So a reference design will get worked up as part of the detailed business case, which shows detail alignments, property impacts, etc., and that's at a very local level. And that's what is consulted on. That reference design on a choice of mode is an interesting factor here. Because what could happen is there's a chapter at the backend, which is quite important, the affordability analysis, funding, delivery options analysis. So that's why as the CEO mentioned before, it's very difficult to answer questions about funding, because your delivery model could be a model that may not require state government funding right up front. It needs to consider private investment options and a whole bunch of different options to move forward on. So as part of that detailed analysis, what could happen is you might go to market with a number of output requirements saying this is what we want for the Sunshine Coast, and the market might come back with modal solutions. They might say, based on those requirements, we might be able to meet it with a bus rapid transit solution, or light rail transit solution, or a trackless trams solution. There's various ways this could play out over the next year in terms of the detail analysis. And that's where it's critical, you know, through the state government process, that that gets worked through. And as we said, before, you know, the integrity of the process here is critical. That at this early stage, we're not dismissing options that could carry through and inform that market engagement, because that's what happens at the next stage, you're engaging with major contractors and others around what they think could be delivered, could be your modal options, etc, through industry.

2:47:46

Councillor Suarez: So essentially, the answer is, community sentiment doesn't dictate what will go on the ground.

2:47:53

Arthur: It's one of many factors.

2:47:56

Councillor Suarez: So just in the process, when they go through all the future analysis, looking at all of those different criteria or different models, they'll come up with one preferred or suggested outcome. And then does that come back to council to endorse because, obviously, it's our community, it will require a funding commitment from us that we would have to, you know, decide on in the future, how that happens. So if they come forward with a preferred recommendation, what's the role of council from there?

2:48:34

Arthur: Through you, Mr. Mayor, so as James touched on before, there'll be a MOU and interface agreements set up with the state. Typically, during the detailed business case stage for a project like this, you'll probably have three levels of engagement in terms of integrated project team, a project control group and an executive steering committee that maybe our CEO would sit on. And then through those mechanisms, there'll be likely engagements as in decision making, pass through that and then up to the state government, and likewise through the CEO, the CEO would bring it back to council. That's just me forecasting ahead, have a quick look, but just based on other detailed business cases I've been involved in over the years that typically set them up like that.

2:49:22

Councillor Suarez: I might speak to the motion if I may, Mr. Mayor. Like a number of other councillors have shared, I have some questions about the information that's in the report, some concerns. My preferred option is not light rail as well, but thinking regionally, I don't know what the correct mode of transport should be for the area. And I'll just quickly highlight when I lived in Brisbane for a short period of time, I lived 13 kilometres away from the city, Brisbane City, it was 23 minutes to drive it and it was 14 minutes to walk and catch a train into the city. So a solution will save people time and money. But light rail is not my personally preferred option and when I think divisionally as a divisional counsellor, the reason I feel that way is because residents in my community will catch a bus, to begin with. And then they will have to do a mode change if it's not bus along that corridor, and I'm not sure, I don't have the answers, and hopefully the detailed business case will be able to provide some more of that. But my gut feel is, you know, there's a different mode share arrangement, they may not decide to catch public transport from their closest point of where they live, to get to where they've got to go. And that's why light rail is not my personally preferred option. So I have an issue with the word **endorsed** the Sunshine Coast mass transit options analysis only because I don't support all the information that's in that. I just want to put that on the record. And however, I do feel that we do need to take the next step because as was mentioned by James Coutts, and as was mentioned by the Mayor, we do we need to take our own fate into our own hands, or else we will be sitting here with no further improvements to public transport anywhere on the Sunshine Coast is my gut feeling. So I'm very pleased madam CEO, that you've had those discussions with the state about our existing situation and what we will be doing outside of the mass transit system. I'm still really undecided, and I will wait till the last minute. This has been a really challenging one for counsellors across the region, I think to decide. Thank you. Thank you,

2:52:05

Mayor Jamieson: Thank you Councillor. Councillor Cox...

2:52:18

Councillor Cox: Okay, well, thank you, Mr. Mayor, through you. I just wanted to say that couple of questions that I've had have already been asked and answered, so repeat them. A couple of comments in people speaking to the motion as well. So I'm going to try not to repeat anything that other people already raised but I might need to just touch on a couple of points. I will start though, by saying one of the earlier slides in Mr. Coutts, his presentation referred to the strategic alignment in our corporate plan, which we as a council endorsed back in February. And I'll just remind everyone, that every single person here supported that, no one voted against it. So that little clause that was written up there on the screen, at the very start of the presentation, we all knew about that, because it was in the plan. And that's what we're progressing with today with this motion.

2:53:20

I too, attended a number of the community pop up sessions, in fact, three of them, plus the intergenerational forum. So I feel that I've been well and truly committed to hearing what the general public had to say, my residents, the ones that obviously weren't members of certain groups, I wanted to hear directly from the people that maybe hadn't been influenced already. And so I felt that I got a very good understanding of what the general public had to say about this matter. I can tell you that there is still a lot of confusion between the difference between the CAMCOS or the heavy rail that's been spoken about, and the localised mass transit, which is predominantly what we're here to discuss. I know that the Mayor's touched on this, but our state MPs have been advocating for the heavy rail, the CAMCOS, and I find it really interesting when I asked staff about whether or not they'd actually attended the invitation of the Mayor to get a briefing from the staff so they can hear the facts that they either declined or ignored. No other way to put it, ignored that opportunity to get briefed. And I find that really, really concerning for our community that our state MPs did not even bother to hear the facts. They've been advocating something totally in opposition. And as we've already heard here today, it's not one or the other, we've got an integrated plan. This is just Stage 1. So I'm just utterly confused. And I know that it's already been touched on, that we are regional councillors. So keep that in mind with any decision that you need to make, that we are making decisions for the betterment of the entire region. And I know that when you break that down divisionally, it can be hard because you'll have conflicting arguments. But interestingly, I think I'm the only councillor, actually, I know I'm the only councillor that lives in the urban corridor in the Stage 1. So if anyone knows about this process more, it's me and how it will affect me and my neighbours in my community. And I'll tell you that question 14 in the engagement report, breaks down the response by suburb. And it lists the number of respondents from very dissatisfied to very satisfied. So you've got that sort of spectrum of questions about all of the five options proceeding to the detailed business case. So when I look at that, I delve into my own suburbs that Division 3 takes him to consideration. And, you know, when I look at things like Bokarina, there was far more supportive or somewhat satisfied and very satisfied than they were with somewhat dissatisfied and very dissatisfied. So Bokarina, that's part of this, this area. Wurtulla, once again, it was quite similar in Wurtulla, Birtinya, there was almost 100% more supportive in the responses, and Currimundi was actually over 100% more supportive

2:57:05

Mayor Jamieson: Can I get you an extension Councillor?

Councillor Cox: yes please.

Mayor Jamieson: Councillor Dickson moves, Councillor Hungerford to second, all those in favour? That's carried unanimously.

2:57:14

Councillor Cox: Thank you Councillors. So, you know, for a community that's going to be impacted by this, the figures to me, you know, we can pull out segments that has been already quoted before and, and the statistics and modify them, but there we are, that's my division going to be impacted. It's, yeah, it leads me to believe that I've got one option here. And that's to support this. I know in appendix B, the Infrastructure Australia Stage 2 submission template talks about without intervention, the annual cost of congestion, and we heard that in Mr Coutts presentation. You know that on the community is going to treble between now 2041. Treble. That's a huge impact upon our community from an economic point of view. But not only economics, it goes on to state without intervention, the economic, social, and environmental impacts will increase significantly over the next 20 years. So for me, I look at this, and I go, I'm not simply prepared to let that happen on my watch as a elected representative here on the Sunshine Coast. So for me, I've, I've looked at the recommendations, and those track changes that have been made from the draft options analysis to the one that we have here today. And I just cannot understand if you're an elected representative on the Sunshine Coast, how you could not support this proceeding based on everything that I've seen. So that's where I am and that's where my community is.

2:58:56

Mayor Jamieson: Thank you, Councillor Cox, Councillor Johnston?

2:59:01

Councillor Johnston: Thank you Mr. Mayor. Firstly, I'd like to congratulate the deputy mayor on his support of the motion. Initially, I think he covered a lot of aspects of the history and, and put forward a very persuasive argument. Having said that, I do also have some concerns about the recommendation. From Division 5 perspective which is west of the Bruce Highway, most of our residents see very little value in this overall project. And when I've said to them, how about you know, when you want to go to the coast, you want to get around on the coast, can you see some value with it? Or from a tourism point of view? And they generally say yeah..but. Councillor David said something about you know, they're not being, that we have got a significant public transport issue in the hinterland. Well, I must admit that the only way that we're going to improve that is if we improve, first of all, the public transport facilities on the coast, because it's not going to happen out there unless it happens down here. And congestion is becoming a significant problem. I've travelled 53 countries. I've travelled on almost every form of public transport except Cheng's pan(?), and I've seen light rail, buses that run on electricity with wires and all those sorts of things. And to be perfectly honest, I don't want to see a light rail system with overhead wires on the Sunshine Coast. I think it's against everything that we have, and it will destroy the amenity of a lot of our coastal strip. I agree that there's likely to be, before this business case is finalized, before it's finally funded, there's likely to be significant improvements in technology, which may bring forward systems and, and transport systems which we haven't even thought of, or that we have thought of will be proven or disproven as being viable. There is a significant problem with road widths on the corridor, particularly in areas such as over the headland, Alexandra Headland, but that's to be looked at for the town plan densification. Councillor Natali talked about the additional dwellings. Well, yes, there will be proposed, there is proposed, in the SEQ plan, an extra 2240 additional dwellings in the existing urban area between 2017 and 2041. But the existing urban area also includes Beerwah, Landsborough, Mooloolah, Nambour, Palmwoods, Woombye, Eumundi, Yandina, Coolumb. So, you know, like it's not all going to be in that corridor, it's going to be spread throughout. I've had a lot of emails and texts from people in relation to these, this particular issue, and to be perfectly honest, some of them are a bit beyond the pale. And I found some of them quite insulting and abusive. And there is no excuse for that. Having said that, within those emails, there were some good points on occasions. They weren't all bad and...have I run out? No. I'm not the sort of counsellor that will say, well I don't agree with them so bugger them, I'm gonna vote against them, or I'm not going to support what they're talking about. I look at the issues and think about them. I've been opposed to light rail with onboard, sorry, with overhead power supplies from the day it was first talked about. And I'd like to see, well I'm going to move in a minute a minor amendment to Clause 9 of the recommendation and I'd like to see us add a clause at the end after...

3:04:04

Mayor Jamieson: I am just gonna give you an extension first of all, and show you move an amendment..

Councillor Johnston: a minor amendment..

Councillor Suarez: ...recommendation in a report, not the motion?

Mayor Jamieson: Yeah. So first of all, we need to get Councillor Johnson an extension of time. Councillor Dickson, Councillor Cox, all those in favour? That's carried unanimously.

3:04:35

Councillor Johnston: Mr. Mayor, the section that relates to the five different options, I'd like to put at the bottom of that the following - please note, during community engagement there was a strong opposition to light rail, particularly light rail with overhead power supply. If I can get a second?

Mayor Jamieson: so yeah.

3:05:14

Megan Friend: Where would you like to see that within the motion?

Councillor Johnston: Yeah, strong community opposition.

Megan Friend: Well, yeah, we can say we endorse the Sunshine Coast Mass Transit Options Analysis Appendix A and note...

3:05:39

Councillor Johnston: That'll work. So B and then put 'and note, during the community engagement section, in developing the option analysis there was strong community opposition to light rail, particularly light rail with overhead wires, overhead power supply.' And I think I've covered the reasons for wanting to do that. I think that reflects general...[unintelligible].

[notes being made to 'Officer Recommendation']

(b) endorse the 'Sunshine Coast Mass Transit Options Analysis' (Appendix A) and note during the community engagement section in developing the options analysis there was strong community opposition to light rail, particularly with overhead wires So, strong community and position to light rail to light rail, and in particular, light rail with overhead wires.

3:06:51

Mayor Jamieson: Is someone prepared to second? Councillor Dickson, thank you.

3:06:56

Councillor Johnston: So to speak briefly to it, I think that as far as light rail is concerned, that's one of the major concerns is about affecting the amenity of the Sunshine Coast. We're not, we're not putting handcuffs on that...

3:07:16

Mayor Jamieson: [speaking to someone on his left]: Just, just to be clear. Winston's moved an Amendment and he's speaking to that amendment. No, it's an Amendment. You're entitled to speak against the motion should you wish. Carry on Councillor.

3:07:42

Councillor Johnston: Mr. Mayor and councillors. We're not putting handcuffs on the business case, we're just telling them in very clear language that there was opposition, significant opposition to that. And I think that the business case can then take it forward, they can either take notice of it, or they're at least warned that there was community opposition to it. Thank you.

3:08:12

Mayor Jamieson: Thank you. All right. So who is next on the list here? Councillor O'Pray? Did you want to talk to this amendment?

3:08:24

Councillor O'Pray: I wanted to speak to the original.

Mayor Jamieson: Well, new motion...

Councillor O'Pray: If I can take an opportunity now to speak to this one if you?

3:08:34

Mayor Jamieson: Yep, you could speak to the amendment.

Councillor O'Pray: To the amendment?

Mayor Jamieson: Yep. Not to the motion, to the amendment?

3:08:40

Councillor O'Pray: Although I have yet to put my questions forward and my opinions forward on the whole motion, Mr Mayor, I see this as a somewhat positive, possibly redundant step. I think it's a nice thing to do. But I don't think it's got any [guts?] I am happy to support for you my friend, Councillor Johnson, my apologies. But I really don't think it's going to have any weight. I don't think it's got any real guts behind it. But I'm happy to support it.

3:09:19

Mayor Jamieson: Councillor Landsberg?

3:09:24

Councillor Landsberg: May I ask a question of the Officer?

Mayor Jamieson: does it have to do with that Amendment?

3:09:27

Councillor Landsberg: Yes. Yes.

3:09:29

So James, can I just ask a question? In particular to the wording of 'there was a strong community opposition to light rail in particular, light rail with overhead wires,' when we're just talking about the percentages that was in the options analysis?

3:09:47

James Coutts: Through you, Mr. Mayor. My advice would be the term 'strong' is not an accurate word. For something to be strong it has to be stronger than that, the alternative. And as I mentioned earlier, the only statistical information other than a lot of information we have about people's general support for the options, that the statistical information derives from an interpretation of people's responses to six questions. Those six questions were in turn, as I said before, about each of the options and invited people to say what benefits and impacts they felt those options had. And their answers were converted into statements of sentiment. As said in none of those sentiments, did those who were negative represent the majority. And again, when you come to the question, 14, where people are asked to express their level of satisfaction, which is a much more direct statement, those who were unsatisfied, were almost exactly the same as those who were satisfied, 46% to 45%. So I do not know an engagement process, I've never been involved in engagement process in nearly four decades, for more than four decades, where that kind of almost exact same response from different perspectives, same level of response, could be argued to be strongly one way or the other. So my, my view is that to characterise in that way, is actually not supported by the facts. And that's my response to that question.

Mayor Jamieson: thank you.

3:11:47

Councillor Landsberg: Thank you through the chair, you know, thank you for that explanation, you know, I can't support that amendment.

3:11:53

Councillor Johnston: You know there was significant opposition.

3:12:03

Mayor Jamieson: Councillor, you you've had your say councillor. Councillor Baberowski. .

3:12:10

Councillor Baberowski: Thank you Mr Mayor, and Councillor [?], it's fine, I understand what you're reaching for. But out of respect for the very rigorous process that has been undertaken by, I think, the entire team, it's, it needs to be a real contribution. And I completely, I think, agree that the word strong isn't justified. You could maybe have put in that the analysis there, that the report's findings on community opposition should be noted, but to what end? All of the findings are going to be taken into consideration as part of this process. That's why they're in the options report in detail. It really is an attempt to say this is a bit more important, and we want to draw attention to it. But the statistics don't back that up. So it really wouldn't be the right thing to do by this process now to ad hoc shift the recommendations without really solid ground to the on. And this isn't solid ground. I can't support it.

3:13:27

Mayor Jamieson: Thank you, Councillor Natoli?

3:13:31

Councillor Natoli: I want to thank Councillor Johnson for actually bringing this forward because I think it does reflect clearly what the community feels about light rail. It's not just the overhead wires and the tracks in the ground. And it changes everything about what we stand for, as a community, the beach environment, the whole area here doesn't want to even have anything that reflects the Gold Coast where light rail is down there. And that we hear those comments. They want the Sunshine Coast to remain individually different, and I think it's been reflected. And I have seen, as people become more and more aware of this issue as it's gone on, that there are people who were not engaged at the beginning who are engaged now that are saying to me, we do not want light rail. They all want better public transport but do not want light rail. And I think you're right. It does reflect that there is overwhelmingly concerns within our community about any light rail option, being advanced, and possibly becoming the preferred option that the community does not want.

3:14:54

Mayor Jamieson: Thank you, Councillor Natoli. Councillor Suarez.

3:14:56

Councillor Suarez: Thank you, Mr. Mayor. I'd just like to say that, I think overwhelmingly, is probably the incorrect analysis, I guess off of that sentiment, however, in the document, 15.4, key findings and project response to the community consultation, there is bullet point there that says options with tracks and wires received the lowest numbers of positive comments. But since wireless light rail was viewed more favourably, it appears the wires are the greatest concern. And then in the table, in the following table, item number two in key points, there was a particular concern with the light rail with overhead wires option. So it was clearly reflected by the community that it was a concern. And it was one of the issues that I had with the report that I didn't feel that that was reflected strongly enough in the report. So I'll be happy to support this addition, whether it's going to carry any weight or not. I think we need to make it very clear to the state who are going to be doing the detailed business case that that was of particular concern to our community.

3:16:15

Mayor Jamieson: Any further speakers to the motion? About amendments I mean. My apologies. Councillors, I believe based on what Councillor Suarez has just said, reflects the work that has gone into all of the options. The detail is in the report. We don't need to repeat it again. The detail in the report. Council Winston, do you just want to wrap up quickly. On the amendment.

3:16:51

Councillor Johnston: Just wrap up on the amendment. I respectfully disagree. Mr. Mayor, I think it's important that we draw to the state government's attention, to particular attention, the feelings of the residents. The majority feeling of those who responded, as was indicated by Councillor Suarez that there is opposition, strong opposition. And based on the statistics that she mentioned, there is strong opposition to aspects of light rail, and particularly where it has overhead cables and the impact that has on the amenity and the look of the Sunshine Coast. I know that some people are so committed to light rail, that they don't want to see any objection whatsoever, or any emphasis put on the fact that this is, that we're sort of drawing to the state's attention, but that additionally, is the concerns of the people on the coast. Thank you.

3:18:01

Mayor Jamieson: Thank you, Councillor Johnson. We'll put the amendment to the vote. Those in favour, Councillor Natali, Councillor Johnston, Councillor Dickson, Hungerford, O'Pray, Suarez, and all those opposed - Councillor Cox, Councillor Landsberg, Councillor Baberowski, Councillor Jamieson, the amendment is carried in the matter, the

amendment now becomes the motion. So I'm going to go back to Councillor O'Pray, who was next in line to speak to the previous motion.

3:18:34

Councillor O'Pray: Thank you, Mr Mayor. I guess I have a question on standing orders, firstly. In regard to now that the amendment has been approved, does that now reset everybody's ability to speak to this new motion?

Mayor Jamieson: Yes.

Councillor O'Pray: So everybody has now got an opportunity to speak again, to the new amended motion, yes?

3:18:58

Mayor Jamieson: I hope they didn't repeat themselves.

3:19:01

Councillor O'Pray Mr Mayor, it's now 4:50pm. Anyway, just wanted to be clear on that. Get comfortable. Mr. Mayor, I had a couple of questions, but most of them have been tapped into and most of them have been answered. But one is still of concern to me. And that's about if we're sending all the five options to the state, how are we going to be convinced? How are we certain that the decision that's made around those tables, before it comes back to council, is of a preferred option for this councillor group, and for the community?

3:19:44

James Coutts: through you Mr Mayor. As I've mentioned a few times in answers to questions and in my presentation, the preparation of a detailed business case follows the same process as we've been following so far, which is the business case development framework and both state government and the Commonwealth governments. That sets down the process of evaluation, there are criteria that are applied and how that's to be conducted. That has to be conducted against, objectively, against those criteria, but having been conducted would produce a result, which as has been talked about before, under the arrangements that we would intend to establish this council would have an opportunity to peruse the results of that analysis. It's loosely called a multi criteria analysis and then economic evaluation and to interrogate those should raise issues and questions about the validity of that process of the experts that do it. I might add that that the analysis of that the way in which this was conducted to date, in the options analysis was conducted, separate from an independent of council by an expert, business case advisor - PWC. They are charged with conducting that process as objectively and fairly as possible. When it comes to a point where those who are responsible for have that matter going forward, see that matter go forward, which will include the council, would have an opportunity to see how that evaluation results in an outcome and input to it at that time.

3:21:31

Councillor O'Pray: I have another question Mr Mayor. Through you. So if in that instance, when, and I'll talk about light rail, if the light rail option wasn't considered even number three option amongst the councillor colleagues or amongst the community, if we, if we knew what we didn't want, would we still put it forward? So if we knew for certain that we didn't want one of the options, would we still put it forward? Now, the reason I asked is because Mr. Mayor put a really interesting case in his speech about being dismissive of other people within the community that would like to see that, that detail done on that particular option, but I'm interested to know and whether we as a Council, a) firstly, have we ever, with the information that we've got, we have never been asked. I mean, I heard Ted talk about rapid transit options. And we talked about Trackless Trains. We've never really consulted amongst ourselves on which way we sort of

want to go just yet to be directed on those five options. So I guess what I'm asking is, if we, if we knew what we didn't want, would we still put it forward to this day?

3:22:35

James Coutts: I think we have a responsibility to put forward a options analysis that shows that we've been faithful to the business case development framework and its requirements. That, in essence, requires options to be put forward that the term that's used is 'satisfy the service needs.' In other words, the options are those that are seen as doing what we want this to do, which is provide for the quality of public transport we need on the Sunshine Coast. And so even if we don't want to see that as an outcome, it's, it's impossible to exclude it because it will satisfy that service need. And unless and until it's been through the process of examination, we don't really fully know how that service need is best satisfied, and how that business case will produce that outcome. So we might well find when we get to the end of the detailed business case process, that yes, another option is the one that ends up being preferred. Or it might well be a light rail variant, as we've discussed. At that time, it's quite possible that the attraction of that, and the analysis and assessment of it will prove very seductive to this group. I don't know. But until we've been through it, we won't. And so saying right now that we don't like this is not enabling it to be fully investigated to the point where, you know, we can categorically say, whether we know what this is. I mean, we have an impression about what light rail might be, we have an impression about what light rail without wires might be. But as we've seen, there are technologies emerging. There are hybrids of all of those, and they can well emerge, and it would be under the heading of a light rail. But it could be a variant of that, that we go, wow, that's really good. And we've looked at technologies already. We've seen those emerge. To categorically say now that we don't want to look at that, we just don't want to know about it, I think would be a big mistake. And I'm thinking here of a group we spoke to not so long ago from California, called strange enough TIG Slashing that has a variant of the light rail project that uses a system that generates hydrogen fuel through a package plant that directly powers the vehicle. No overhead wires, no need for any recharging along the network, runs 1000 kilometres across the day and has a whole range of other aspects that are very attractive. To say now, we don't want that. I mean, it's still it's been used in a few places around the world. It's still being tested still being understood. They're the sort of technologies we will look at further, we categorically say now, that's off the table, what if we've ourselves the opportunity to think about a variant of that that actually would do the job spectacularly? Well, potentially.

3:25:44

Councillor O'Pray: Mr Mayor, I might speak to the motion if I can and I'll be brief. Firstly, Mr. Mayor through you, I'd like to congratulate our staff on a very testing for months, particularly with the consultation period, please thank you teams, because I sat for my busiest ones, I was at Sunshine Plaza. And I saw the inundation commentary. And I think that our staff did an exceptional job. Mr. Coutt's, I'd like to congratulate you on your presentation today as well. Very articulate in all your answers, and particularly your chosen words and some of the questions. I think there's no question today the information's thorough and very much informative. Thank you. Mr. Mayor, my observations across my communities have been a lot of angst, and all the signings, and a lot of placards for no light rail, no high rise. Now, I've been experiencing placards and things for many years on many different subjects, and it doesn't really carry a lot of weight with me. But when people have got the anxiety amongst themselves to talk about our natural assets, and particularly Alex Hill, that's of concern to me personally, and as a, as an elected representative for the whole region, looking after our natural assets. So the wires, the tracks, all those those infrastructure elements, have not been appealing to me personally. But I do understand that they may well be necessary if that option is taken up. What I would like to say particularly about my preferred options, and the people that I've been talking to, it's all about being environmentally sound, it's about the electric. It's about the trackless trams, which hasn't really been tapped into enough I don't believe, and I'm really interested in the outcomes of that. And I think Sunshine Coast needs to be seen and constantly seen as

the leader of taking on these new technologies and taking on embracing what's new in the world. And we do that in so many other realms of our of our business. So I just want to make very clear that my observations of the community that's around me and my division in my joining divisions, has been very much against the light rail, and has been very much very vocal chorus. So thank you for that. And again, thank you.

3:27:55

Mayor Jamieson: Councillor Natoli?

3:27:57

Councillor Natoli: Thank you, Mr. Mayor. I want to move the further amendment that would be B, delete endorsed the Sunshine Coast mass transit options analysis, just delete that part of the line. Let me say. And then C1 on the first line, after Sunshine Coast mass transit options analysis, include to advance only three options to the detailed business case, rapid bus transit, quality bus corridor, and Trackless Trams.. If I have a second, I can speak.

3:28:59

Councillor Cox: Can I ask a question. Does this constitute an amendment or is this an alternative motion? Because it seems to change the general intent of the motion?

3:29:17

Megan Friend: Through you Mr Mayor, given that Councillor Natoli is proposing to delete that part in b, which would endorse the analysis as it is, it's an amendment. It is an amendment and it could be considered as an amendment. [reading to herself out loud] it's only three options to a detailed business case. So an amendment can't detract from the motion as it stands. So, Mr. Mayor, if that takes away from the motion as it stands, it wouldn't be acceptable.

Mayor Jamieson: I believe it does detract from the motion that stands and it is an amendment that really isn't [putting an alternative?], rather an amendment. So I don't think it can be allowed.

3:30:22

James Natoli: Mr Mayor, James talked about all five options that we are progressing, all meet the satisfaction in terms of the criteria of the assessment. And I think we are entitled as a council to be able to choose whether we want to advance all five options, or no options. There's nothing to suggest that we have to pass any options. So I don't see. I'm not suggesting that we're not going ahead with a detailed business case. I'm suggesting that in terms of the reflection of the community's concerns about light rail, this amendment enables us to continue with the detailed business case and give the community the satisfaction.

3:31:13

Mayor Jamieson: Please sit down councillor.

3:31:21

Councillor Baberwoski: ...I thought you were courteous enough to let him respond, but he's now re prosecuting the case, made a ruling that this is not a suitable amendment. It's an alternative. Would you like to confirm that that's your position?

3:31:36

Mayor Jamieson: Yeah, that is my position. So if you want if you want to, as I said to you earlier councillor, if you wish to put forward an alternative....

3:31:46

Councillor Natoli: if this fails I foreshadow..

Mayor Jamieson: You'll move what...

Councillor Natoli: Basically what I've placed up there.

3:31:57

Mayor Jamieson: Alright, well, let's remove the yellow from that for the moment.

3:32:00

Megan Friend; No, that says it is that's where we're at

Mayor Jamieson: Oh, sorry.

Megan Friend: But we'll take that off because that is the live motion. Thanks.

3:32:09

Mayor Jamieson: Okay. Councillor Dickson?

3:32:15

Councillor O'Pray: I was just asked the question for my statement, rather than it will be putting forward and putting I'm not sure the exact words we said we were putting forward after the decision was made. Does that have to wait till after this first vote? or can that be done now?

3:32:29

Mayor Jamieson: No, we're dealing with this motion.

Councillor O'Pray: so that...

3:32:32

Mayor Jamieson: we're back to the original motion, we' re dealing with here.

Councillor O'Pray: So for absolute clarity, we're back to the original motion with Winston's addition.

3:32:39

Mayor Jamieson: We're dealing with the amendment that we voted to make the motion. Okay, Councillor Dickson.

3:32:49

Councillor Dickson: Mr Mayor. It's been a good opportunity to actually sit back today and listen before I speak, because usually I speak up front. And it's been a three and a half hour debate, which just goes to show the community that it doesn't matter where you fall on this discussion today that everyone in this room is passionate. And I just want to firstly,

start by acknowledging the staff. Whilst I don't agree with all of their positions, they've worked very hard. They've been very professional. And as you can see in here from today, they're very much across the subject that they are passionate about. I also want to recognise community groups. I understand. We've all heard from Oscar, Mtag and Beach Matters, and they're all volunteer groups. So they've all provided a lot of feedback to us. Again, whether or not you like their views, they've certainly taken the time to do what others haven't. Wherever you sit on these options, there's one clear theme, and the theme is that everyone believes there's a public transport issue on the Sunshine Coast. I haven't met anyone yet who actually has said, Yeah, I like the way things are just like them, not one person. Furthermore, to that people have said that they find public transport limited, time consuming, and not reliable. But it's the same feedback that I've heard for the last 15 years on council. As an example, I live in Harmony, and it's the second largest growth front on the Sunshine Coast in terms of residential plan, [ceiling?] lots takes 43 minutes to walk from my home to the clearest, nearest I should say, the nearest bus stop.

3:34:14

And that's in one of our biggest greenfield residential estates, and the state government doesn't even have the decency to give us a public bus service in one of their driven greenfield estates. So it shows you the problem that we're dealing with. It just continues to compound. As many people know, state government is in charge of public transport. You know, councils just doing this because the state's not doing their job. And I'll be very clear about that. That is the truth. I'd like anybody to try and dispute that. Again, 15 years of evidence will prove otherwise. I've not yet met a person who doesn't support CAMCOS. I'm sure they're out there. I haven't met them though. Everyone I've talked to supports CAMCOS because although we've got 5% of our region that travels south to go to Brisbane for work, there's still a lot of us here. And we're going to need a service that looks after the Sunshine Coast.

3:35:08

But everyone I've talked to things that CAMCOS is part of the solution. And it's great to see. Although state and federal members have been critical, they've all said we're fully aligned and behind CAMCOS, and the proof will be in the pudding. There's a federal election around the corner next year. And hopefully, we'll see some significant money for CAMCOS to Maroochydore CBD because they're all behind it. And I'll take them at their word, because it actually informs part of the position that I will take today.

3:35:37

As many know, the state governments also driving population targets. 200,000 new people, new residents will call the coast home. And if anything's taken from COVID, we know why. Because it's a great place to live in, you know, with working from home, people can enjoy their backyard, enjoy where they live and not be cooped up in high rises in the city. But we have a responsibility with that growth. We need our road systems. We need our public transport to cope. But we also need places for people to live. That's the most important part, particularly with homelessness at the moment. There's a lot of homelessness. And not only that, but there's a lot of people who can't get a home. Even if they got the money, they just can't get a rental.

3:36:20

What some people are doing with their rent is morally wrong. But that's their decision. In my view, growth should occur in a way that doesn't compromise our future generations, either now or in the future. To that end, I've seen no proposals, nor would I support any proposals that would see us anything like the Gold Coast. Now, this is a clear view that I've got out of all the emails and I've had hundreds if not 1000s of points of contact. People don't want us to become the Gold Coast. But in my colleagues defence here today, I've never heard any of my colleagues in this room ever talk about, you know, whether you're pro development or not pro development, I've never heard them say they

want high rises on the beach. In fact, I've never heard that discussion from any of our staff and I talked to strap planning and DA and they're not aware of any proposals for high rise on the beach or within the corridor. They've been very, very clear that 62% of that infill density will particularly be medium density outside of the Maroochydore CBD. That's a fact. That's just a fact. I've done a lot of homework on this. Most notably was a invitation I took up, I need an extension if I can please..

3:37:31

Mayor Jamieson: someone move, Councillor Suarez? Councillor Natoli, second, and those in favour? Carried unanimously.

3:37:39

Councillor Dickson: thank you very much. I took up the offer for a tour. I had a really good tour in the last month I think it was, and the team organised a fantastic day out in the Gold Coast, and Brisbane. And I know many of the councillors here today actually went on that. And I remember being on light rail when it was first instigated on, on the Gold Coast. It was really good because up until now, I'd been very, very pro light, right, because that's all we've done. You know, ever since the Abbott Council and going through your council, Mr. Mayor, it's all been around light with the focus on the corridors or transport because that's the best we had at the time. And I've been behind that because we need to move people around. Albeit I didn't know we had other options to look at seriously on the table. During this consultation, I've taken phone calls, emails, Facebook posts, Facebook messages. I've attended the generational forum at USC, and I went to a pop up event at sippy downs. So I've talked to everybody I can. If I've gone to a community meeting and Neighbourhood Watch, I've just asked them what they think. And I can tell you right now, the figures we're hearing in the, the options analysis and the feedback is, is for some part true. People are very divided. It doesn't matter who you talk to. Some people love light rail because they've used it on the Gold Coast. Some people want dedicated bus lanes because they use that elsewhere. Some people want a bus rapid, completely separated away from the roadway, because it's reliable. They've used it in Brisbane. But the one theme again, to reiterate is it everyone wants better but better public transport in the region. I've just heard that, again, haven't met anyone that doesn't agree. Let me say that I've heard futuristic views. They've heard about autonomous driverless cars, airborne transit through drone technology, underground rail. Some have even gone as far to say that they would like no change on the Sunshine Coast, and that we should stop all population growth and build no new services. In fact, if we're going to build anything, they want us to build a wall. They want us to essentially shut the area down. Some asked me if the \$500,000 was a waste of money. I clearly say that without spending that money, I wouldn't have heard from the public. I genuinely wouldn't have heard because we wouldn't have done any of the community consultation events that we have. And again, whatever side you fall on, we've done a lot of engagement. Good and bad. We've heard different views but that's what we've done.

3:39:57

I'd like to make the comment that I hope heartedly acknowledge the growing congestion problems across the region, and in fact I accept that counsel has a very important role to play. Going back to the early tour I mentioned, I was exposed to multiple transport options. Several days after this tour, I started to form more clear opinions around what I would like to see rolled out on the coast. Like councillor Hungerford, I don't feel that light rail is the best option or fit for the region. I'd like to see bus rapid transit or other bus related improvements. Dedicated lanes in areas across the region would be something we could do now at a very low cost. It's something that we could achieve, particularly on Nicklen Way, tomorrow if the state government wanted to do their job. Hearing the thoughts and concerns from people, I started to firm up my mind about an objection for light rail, like many in this room. Some of these concerns surrounded steel tracks, wires and noise from light rail. This was also raised as one of the main reasons against from many of our groups objecting in the community. In short, they continue to tell me it was about lifestyle and amenity. And I don't like

to say it, but people like to remind me that they don't want to become the Gold Coast. I hear it all the time. They continually ask us for a point of difference. Perhaps we can aim for something better, that's healthy, smart and creative. Whilst I acknowledge the views of people in this room, sending out the options analysis may not be committing us to a future direction, but in my view, it is because if you support the options in the paper today, you're telling the government when the government comes asking, if you support something, they will acknowledge that the Council sent a report to them with all of the five options. So they're going to turn around and they're going to blame council if they ever make a decision because it's the easiest thing that governments do, they always point the finger. Well, it was okay for the Sunshine Coast Council. You said it was alright. So we're going to blame you for it if the communities got the anger towards the issue, go and talk to council because it was your council that backed light rail. And although for ultimate views today, that's my feeling on the matter.

3:42:02

Today's an opportunity to send a clear message to the state government that I won't be supporting light rail for an option for the Sunshine Coast, both now and into the future. And Mr. Mayor, I'll quickly finish here before I run out of time. If previous speakers who were in favour of light rail are correct in what they say, today I'm voting against the majority of Sunshine Coast residents who I'm led to believe are in favour of light rail. Today it could be said that I'm not making a popular decision based on previous speaker's logic. Although there's a lot more to say. Mr. Mayor, I'm out of time. I'd like to thank the chamber for its time today.

3:42:36

Thank you, Councillor Dickson. Councillor Landsberg..

3:42:39

Councillor Landsberg: Thank you, through the chair. Before I was elected, I owned a business one street off Nicklin Way for 24 years. And travelling Nicklin Way every day, and watching the congestion grow, it is an amazing growth, and the amazing feedback that I received with my customers over 20 years was one of the reasons why I put my hand up to be elected to fight for improved infrastructure, better road connectivity, and among a host of other issues that we need here on the Sunshine Coast. We are aware of 53% of households have the access to over two vehicles. We've spoken, the mayor's just spoken, about our vehicle ownership on the coast here. We have 260,000 vehicles registered. That doesn't include 1100 buses, 16,000 motorcycles, plus trailers and conditional vehicles as well, which adds up and these were figures from 30th of June last year of 366,000 vehicles that are registered on the road. And by 2040 will have 140,000 extra vehicles. So what will we see along Nicklin Way is my biggest concern when we move in the future. I know Integrated Transport Strategy is committed to maintaining that connectivity and our lifestyle, and we've got to really fight hard for our changing our mode share, which is obviously, we've seen so many briefs about it and it will be an opportunity to really try and engage with our community that they need to look at other alternative modes of transport on the Sunshine Coast. And 70% of destinations traveled on the Sunshine Coast is less than 10 kilometres. Our red strategy as well is all about providing that integrated public transport system between our major population and our employment growth centres as well. And we've already heard how much congestion costs us each year. I have spoken in this chamber about the alignment, which I did mention about Alexandra Headland and along the beach and I am opposed to any form of fixed mode of transport along our beachfront. I've already spoken about that and made my position clear on that. But I will be supporting this motion today. And just last night I was at the Caloundra High School with over 200 students at a sports award. And I was looking around the room thinking, what legacy are we going to leave those kids? Are they going to be able to afford a vehicle? Are they going to be afford housing on the Sunshine Coast? And from a regional perspective, Councillor Cox has spoken about our ability to represent our region, not just our

division. But apart from that, we've really got to head towards zero emissions, and that's our priority as a healthy smart creative region and I look forward to our options analysis moving forward to a detailed business case.

3:45:42

Mayor Jamieson: Thank you, Councillor Landsberg, Councillor Babarowski.

3:45:46

Councillor Babarowski: Thank you, Mr. Mayor. Councillors, I now believe I have reason to be somewhat optimistic that we looking like we're going to move this through to a detailed business case. And for that reason, I'd like to ask you to imagine the Olympics on the Sunshine Coast in 2032. CAMCOS is in place and gets people here. Mass transit is here and moves them around the coast. And I ask you was that the future that the young people had in their minds when they provided their feedback on the survey? I think that would be a future worth the dedication and hard work of our truly remarkable mass transit team past and present. Can I add my admiration and thanks for their dedication throughout this process and to all of the stakeholders involved. And it is the future I think that is a product of all the contributions, ones you agree with or don't disagree, agree with, rather, from the community, the stakeholders over the past decade. Today, our role is to endorse the shortlist before you of the variable technologies, not to pick one, and not to exclude one, or any future variant that you may have heard about. Today is to approve the amended report, incorporating the community's feedback. And today's to go into a partnership with the state on the detailed business case. I did want to mention a couple of points because I thought the high rise fear was very well addressed today and I don't want to re prosecute it. But we have heard that zoning changes and hence density are not an outcome of the DPC. That can only be part of the planning scheme process, although the two processes we've heard do converse with each other. The other key point I wanted to emphasise is this notion that it only benefits the coast. I find that a little bit weird because I've been in the transport portfolio for nearly 10 years. I'm Division 1. And I went into the transport portfolio if you remember councillors because I knew that transport for the region was critical to us all. And clearly this is only about, we're really focusing on Stage 1 of the master plan. And if you have any concerns about the general benefit, you need to focus on the master plan because that's where this leads. And we've also heard that we will move should we approve this report today immediately to improve the public transport offer and the network performance for all of our region as part of the recommendations. So counsellors we, we do come to a point in time when you know, you went into politics to make a difference. This is a particularly special one of those moments. Councillors, I urge you to support this recommendation, sorry the motion.

3:49:20

Mayor Jamieson: Thank you Councillor Babarowski. I don't have any further speakers. Can I get Councillor Johnston to close.

3:49:32

Councillor Johnston: Mr. Mayor, I just like to say to councillors, so I had this resolution and, and then we can move the whole issue forward. And hopefully, sometime not too far down in the future, we'll finish up with a much better public transport system than we currently have.

3:49:50

Mayor Jamieson: Thank you. Thank you, councillor. I'll put the motion to the vote. All those in favour. Councillor Law, Suarez, Hungerford, Johnston, Cox, Landsberg, Baberowski, Jamieson. Those opposed Councillor O'Pray, Dickson, and Natoli. The motions carry. Council, thank you for that. A long session but I think a well informed outcome. I thank our officers very much for all the work that they put into this. I know along the way each of the councillors have remarked

on that. Thank you very much James. Your presentation was very good. Thank you. Thank the members of the gallery for being here to witness today's proceedings. And I'll close the meeting at 5:22. Safe travels home.

END.