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Our reference: D2022/288833  
Your reference:

15 March 2022

Department of Transport and Main Roads  
[SouthernSunshineCoastPT@tmr.qld.gov.au](mailto:SouthernSunshineCoastPT@tmr.qld.gov.au)

Dear Project Team

### **Sunshine Coast Council Feedback on the Draft Southern Sunshine Coast Public Transport Strategy**

Thank you for the opportunity to submit feedback on the Department of Transport and Main Roads' draft Southern Sunshine Coast Public Transport Strategy (SSCPTS). Sunshine Coast Council (Council) was a member of the Department's SSCPTS Technical Working Group and Project Steering Group between 2017 and 2019 and is pleased to finally see the draft SSPTS released for community feedback.

The draft SSCPTS is an important planning document outlining a comprehensive and ambitious public transport vision to 2041 for the southern Sunshine Coast and will become the building block on which an integrated and connected public transport system can be delivered for the entire region, as advocated for in Council's Integrated Transport Strategy.

Council is pleased to see alignment between the SSCPTS and ShapingSEQ South East Queensland Regional Plan and a recognition that investment in public transport infrastructure is needed to facilitate sustainable outcomes that protect the region's lifestyle and amenity, in the context of the Queensland Government's consolidation direction of 62% of future projected growth to 2041 to be accommodated in existing urban areas.

With the Brisbane 2032 Olympic and Paralympic Games only a decade away and population growth on the Sunshine Coast far ahead of projections, the need for action to deliver critical transport infrastructure for the region is desperately needed if we are to avoid over reliance on the private car and its associated detrimental impacts on the productivity, amenity and liveability of the Sunshine Coast. Council believes a bold step-change combined with a rolling program of interventions will be needed to achieve the 2041 public transport vision, as opposed to the incremental staged approach to more planning, currently presented in the draft Strategy.

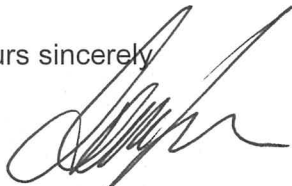
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The Department is to be commended for releasing a vision for the region that promotes sustainable travel options and provides the necessary strategic context to enable the detailed business case for the first stage of the Mass Transit connection between Maroochydore and Birtinya Town Centre to proceed. Council requests the Department now undertake the Stage 1 Mass Transit detailed business case as a matter of urgency and accelerate the detailed planning and business case investigations for the remaining public transport corridors and links to enable Government to make the bold investment decisions required to provide a safe, attractive, integrated and connected public transport network prior to 2041 for one of Australia's fastest growing local government areas.

Council is committed to the 'one network' approach and will continue to plan, deliver, manage and maintain aspects of the transport system it is responsible for. Council is also committed to working with all levels of Government to ensure the region's sustainability is secured.

More detailed comments specifically related to the draft SSCPTS can be found in Attachment A for your consideration.

Yours sincerely



Tom Jamieson  
**Group Executive, Built Infrastructure**

Attachment A: Sunshine Coast Council's detailed comments on the Draft Southern Sunshine Coast Public Transport Strategy

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Page #	Ref	Comment
2	Preface, para 2	The SEQ RTP is no longer a draft document. Update referencing.
2	Preface, para 3	All references to Kawana throughout document should be Birtinya Town Centre, the intended location for the PT interchange between the centre and coastal corridors.
2	Preface, para 6	Include the forecast trip behaviours and demand to enable the community to understand the implications of population and employment growth on the transport network.
2	About the Sunshine Coast	Also include recognition of the Brisbane 2032 Olympic and Paralympic Games and urgency in establishing a transport system that can handle participant and spectator movements with a view to accelerating the delivery of required transport needs for the region prior to the Games.
2	About the Sunshine Coast, para 5	Consider adding that the PT network proposed has been informed by the SCC Mass Transit Master Plan
3	Our vision	Given the customer is at the centre of everything you do, stronger recognition of the customer within the vision statement and throughout the document is recommended.
3	Our vision, para 1	A bold approach is stated, but on page 6, discusses an incremental approach to the provision of infrastructure in the corridor. This is not considered a bold approach and will not achieve the shift in either travel choices or the development of infill in the coastal corridor that is sought by both State and LG planning policies.
3	Our vision, para 2	This reinforces the need for a local mass transit system as a priority. The coastal corridor will need a major step change rather than incremental upgrades to achieve the objectives in terms of mode shift, patronage and land use/liveability.
3	Our vision, para 2	Add frequent local connector services.
3	Our vision, vision statement	Include 'legible' to the vision statement. Include 'a public transport network that is well integrated with supporting land uses' to the vision statement.
3	Map	Although the map focuses on the study area only, there is a missed opportunity to show how the proposed network will integrate and benefit the broader region over time (i.e., to the north and west).
3	Map	Many of the proposed PT corridors do not currently exist. In the absence of some or all of these corridors being secured quickly enough, is the future PT network flexible to utilise existing corridors and how does TMR propose to facilitate that?
3	Planning for the future network, para 1	Call out the role of the Federal Government in assisting the State deliver the future network and be clear Council's role is very limited in terms of delivery.
3	Planning for the future network, para 2	Unlike Brisbane, the Sunshine Coast does not have a growing proportion of young people without driver licences. The data shows the reverse. Amend.
3	Planning for the future network, para 3	The message here is more planning. The community will be looking for how the government is intending to accelerate all this planning through the investment decision pipeline to delivery. Consider including key milestones/decision gates so the community can better understand likely timing for delivery. Also consider including any early works that can be undertaken to demonstrate commitment and intent.
4	The western corridor, Access	Amend Access to 'Via the centre corridor to Beerwah, major park'n'ride facilities at selected stations and minor park'n'ride facilities at remaining stations.'

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Page #	Ref	Comment
4	The western corridor, Features	Include 'stations are integrated with high quality public realms'
4	The centre corridor, Access	Include 'Via the western corridor at Beerwah'.
4	The centre corridor, Access	The wording about predominantly via feeder bus and park-n-ride seems to underplay the interchange with the local mass transit in the coastal corridor where a significant proportion of the population will be. It will also be necessary to focus on: <ul style="list-style-type: none"> <li>• quality walk up catchments at key centre locations</li> <li>• access via quality active transport connections</li> </ul>
4, 5	The western, centre and coastal corridors, Next steps	The region requires significant step change approaches to gain the benefits the strategy espouses. To deliver this proposed PT network by 2041 will require a rolling program of almost continuous delivery and not planning increments which are staged.
5	The coastal corridor, Access	Recognise the walk-up catchment will be the primary means of access, supplemented by cycle access from a wider catchment.
5	The coastal corridor, Function	Include 'access to residential precincts'
5	The coastal corridor, Form	Include 'stations are integrated with a high-quality urban realm'
5	The coastal corridor, Features	Include 'access via a high-quality urban realm and shady streets' and 'promote urban revitalisation in certain precincts'.
5	The coastal corridor, Next steps	Include 'land use planning will consider potential integration with improved public transport provision within the coastal corridor'
5	The key connectors, Features	'Express services' are used for the first time in the document. The map on page 3 does not use 'express services' anywhere. Maintain consistent terminology.
5	The key connectors, Map	During mass transit engagement, residents from north of the river advised that a bus direct to Nambour rail station would be beneficial. It was advised that interchanging at Maroochydore has considerable time inefficiencies. For consideration.
6	Focus 1: Connections, para 1	The PT network will need far more than a revitalisation and expansion of staged investment if the vision is to deliver by 2041. In line with page 3 Vision, a bold approach is required with step change interventions needed.
6	Rapid connections, para 1	Rapid has two very different connotations between the centre corridor and coastal corridor. The centre corridor will average ~80kph where the coastal corridor will average ~30kph. For consideration.
6	Rapid connections, para 5	The wording implies that buses will run on both the centre and coastal corridors (or beside each) prior to delivery of the ultimate system i.e., a pre-CAMCOS bus and CoastConnect bus systems. This requires clarification. There should also be recognition that the MRI must be constructed before either a temporary or ultimate solution is provided in either corridor.
6	Rapid connections, para 4	There is a reference to urban renewal in this section. This comment is welcomed and should be more widely reflected in the document where appropriate.
6	Stops and stations, para 2	Include 'the use of personal mobility devices will be supported by a high-quality network of active transport infrastructure'.
6	Stops and stations, para 3	Acknowledge that access to the coastal corridor's stops and stations will be predominantly via walk, cycle and personal mobility devices.

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Page #	Ref	Comment
6	More reliable services more often, para 1	Improvements to frequency, hours of operation, safety and reliability are all important factors in delivering a more viable and positive customer experience, however if the journey time is not competitive with the car, then these other benefits will have limited impact.
7	Focus 2: Access	There is an opportunity here to better reflect the needs of the customer to attract more users to the system. Current text seems to take a 'build it and they will come approach'. How will increase in customers be a clear and targeted output and KPI?
7	Transport interchanges, para 2	Replace 'east of Birtinya' with 'Birtinya Town Centre' Include 'Sippy Downs'.
7	Park 'n' ride facilities, para 3	Consider including Coolum as a future potential PnR.
7	Emerging transport options	Recognise the role of taxis in the transport system and how to better utilise the fleet.
8	Customer focussed innovations, para 1	The customer is wanting viable travel options including a PT system that is legible, accessible, connected, safe and competitive with the private car. Currently, PT journey times typically take twice (sometimes more) as long as the private car.
8	Customer focussed innovations, para 1	'Passenger transport' is occasionally used through document in place of 'public transport'. They are different. Which is the focus of this strategy document? Note Council's Integrated Transport Strategy is focussed on passenger transport, recognising the important role for DRT, ride share, car share and other emerging mobility options.
8	Land use and economic transformation, para 1	Will investment be increased and brought forward due to the sudden increase in population over the last 2 years (due to COVID and Work from Home) and continuing 'popularity' of lifestyle changes.
8	Land use and economic transformation, para 2	Typically, markets cannot be managed through planning controls.
8	Land use and economic transformation, para 2	Council's current Planning Scheme already has sufficient provisions to facilitate the SEQRP outcomes.
8	Land use and economic transformation, para 3	PT provision needs to help address this now, otherwise further greenfield areas will be approved and there will be limited opportunities to achieve the infill and the PT patronage and mode shift within the corridor.
8	New Heading	Consider including a new heading – 'Traffic' - traffic demand will continue to grow on the Sunshine Coast and road upgrades are planned to complement the public transport system. However, to get the balance right, and maintain a quality environment, travelling in peak hours in a private vehicle may result in time lost in congestion.