

Public Transport trial proposal

Originally presented to the Sunshine Coast Regional Council (SCRC)

Revised: March 2022

OSCAR Inc

Organisation Sunshine Coast Association of Residents

Introduction

- ▶ OSCAR wants to make a positive contribution to the Mass Transit Project (MT) and more particularly the provision of public transport on the Sunshine Coast.
- ▶ This proposal was presented to the SCRC last year and has now been revised in light of TMR's Draft Southern Sunshine Coast Public Transport Strategy.
 - ▶ Note: The Council has not provided a formal response to OSCAR indicating its support or otherwise for this proposal.
- ▶ Good public transport is important, and the community sees it as important, to provide an alternative to car use across the region.
- ▶ The Council is doing good work to improve transport infrastructure that falls under its responsibility, eg bus stop upgrades, cycleway/pathway upgrades, etc and in encouraging travel behaviour change, but more is needed.
 - ▶ Note: We recognise that councils are not responsible for the provision of public transport which remains predominately with the State.



OSCAR position on the SCRC MT proposal

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



OSCAR's position ...

- ▶ We believed the Council should have amended the Options Analysis Report (OAR) before it progresses to the State Government to incorporate:
 - ▶ more rigorous testing of the assumptions in the draft report and a review of the appropriateness of weightings given to increased densities in the coastal corridor in assessing the comparative performance of options
 - ▶ Consideration of the following (Note: some of these items were addressed in the final OAR)
 - ▶ availability of Federal and State funding and the likely quantum of any Council contribution (ie ratepayer contribution) to the capital costs of each option
 - ▶ implications of TMR's plans for the region – eg the Mooloolah River interchange, additional Kawana Way lanes, and planned additional road south from Maroochydore
 - ▶ implications of the full range of environmental impacts along the coastal corridor
 - ▶ developments in transport infrastructure and MaaS* services (eg University of Queensland's ODIN PASS app trial), rental e-bikes and e-scooters etc
 - ▶ Olympics 2032 infrastructure requirements on the Sunshine Coast
 - ▶ connectivity with the regional transport system and role in the regional transport strategy (road, rail, other public and active transport elements)

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



Issues considered

- ▶ Each of the Options Analysis Report (OAR) preferred Mass Transit options have a long timeframe for implementation and the State needs to be doing something now if it is truly concerned about reducing the ongoing cost of congestion.
- ▶ The community cannot wait until 2027 (and almost certainly longer than that now) for a solution to our transport needs to be implemented as we accept that the cost to the region of congestion is going to increase.

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

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

(Source: OAR, p 21)

Note: OSCAR has asked the SCRC if it can quantify the cost of congestion to Council itself using the same modelling as used above for the whole region. The Council indicated that this would not be possible.



Issues considered in determining OSCAR's proposal

- ▶ Capital funding for the Council's preferred option (ie light rail) needs to come predominately from the State and the Federal Governments but will require a significant contribution from the Council – unless it is to be funded exclusively through a Private Public Partnership (PPP) which seems unlikely given the Council's Integrated Transport Strategy projected no private investment for SC light rail as it was then called (ITS Figure 1 – page 9).
- ▶ The public position of local State LNP members may have little impact on the likelihood of State funding for the Council's preferred option, but that of the 2 Federal members, particularly the Member for Fisher, makes the likelihood of Federal funding remote at this stage.

Issues considered ...

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

A2.24 Noosa to Maroochydore public transport planning

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

(Source: OAR, p 65)

Issues considered ...

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

OSCAR's proposal

- ▶ Undertake an extended trial of new express public transport routes on dedicated bus lanes (where possible) initially using existing buses, but then implementing emerging bus technology (eg electric, hydrogen or solar – the actual energy source is irrelevant to this proposal provided it is based on renewable energy sources and zero emission vehicles).
 - ▶ Hopefully this will articulate into a more permanent solution for key transport corridors on the Sunshine Coast beyond any trial.
- ▶ Recent and relevant initiatives:
 - ▶ We note Kinetic's commitment to BEB and H²FCEV technology generally and their proposed trials in Cairns and the Gold Coast specifically.
 - ▶ We also note the recent announcements about hydrogen powered vehicle trials and the involvement of a local Sunshine Coast business (H2H Energy) in these trials in Redlands.
 - ▶ TransLink routes 40 & 50 (Brisbane City Loop) and route 587 (Logan Coaches - Yarrabilba to Loganlea Station) which are already, or soon will be, using electric buses only.
 - ▶ The ***Creating Better Connections for Queenslanders*** initiative of TMR proposes the introduction and trialling of 5 electric buses into the Sunshine Coast bus network in 2022 (based on advice OSCAR has received from the CBC Project Team).



Assumptions underpinning our proposal

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

Assumptions ...

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

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



Initial routes proposed

- ▶ **600X** - Maroochydore CBD to Caloundra via SCUH (based on existing routes 600 and 611)
- ▶ **620X** - Noosa to Maroochydore via Sunshine Coast Airport (Routes 620 and 622)
- ▶ **610X** - Maroochydore to Nambour (Route 610)
- ▶ **605X** - Caloundra to Landsborough (Route 605)
 - ▶ **Notes:** The X in the proposed route codes is meant to denote they are eXpress services to distinguish them from existing routes but this is for illustration purposes only.
 - ▶ Details of the proposed initial routes are shown at the end of this presentation and are provided for initiating discussion.

Other routes/initiatives to be considered

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

Conclusion

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



Conclusion ...

► OSCAR's priority initiatives:

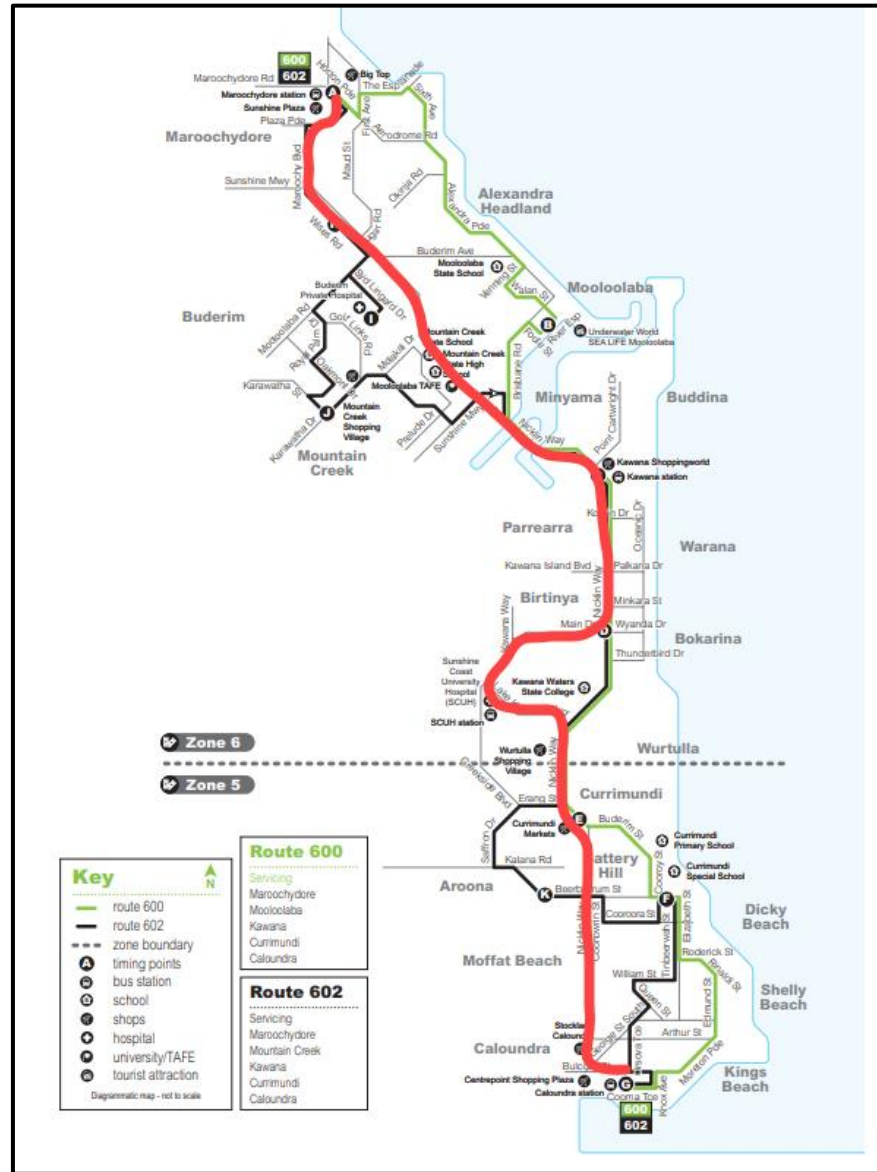
1. Route 600X - this could be a suitable “staging” step should the Quality Bus Corridor (QBC) be the preferred option coming out of the Detailed Business Case process. Even if the QBC is not adopted as the long term mass transit option for the urban corridor the OAR indicates that it could be a staging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



Initial routes (indicative only)

Route 600X - Maroochydore CBD to Caloundra station

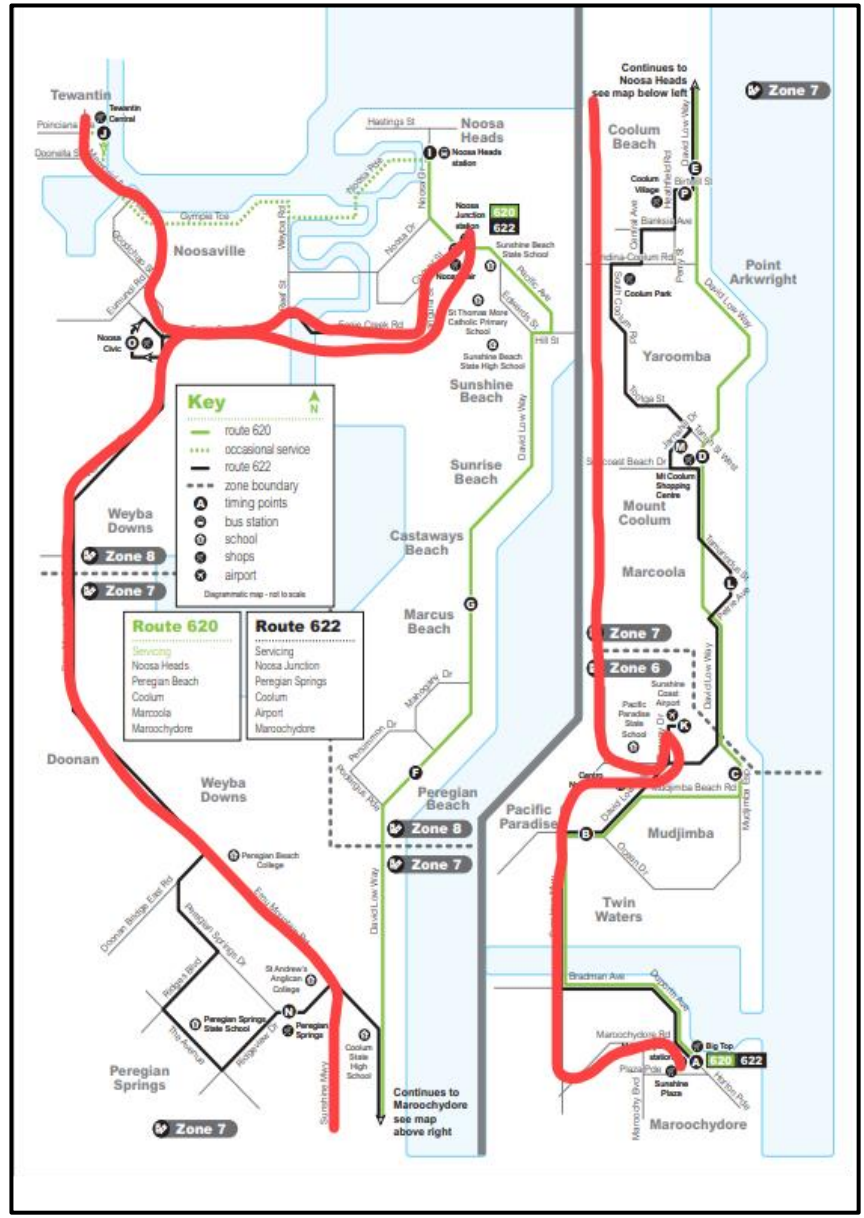
- ▶ Via Maroochydore CBD hub, Maroochy Bvd, Sunshine Mwy, Nicklin Way, Main Drive, Kawana Way, SCUH station, Lake Kawana Blvd, Nicklin Way, Bulcock Street, Caloundra Station
 - ▶ Covers sections of existing (and continuing) routes:
 - ▶ Maroochydore CBD hub to SCUH Station (611 route)
 - ▶ SCUH to Caloundra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



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

Route 620X - Tewantin Central to Maroochydore CBD

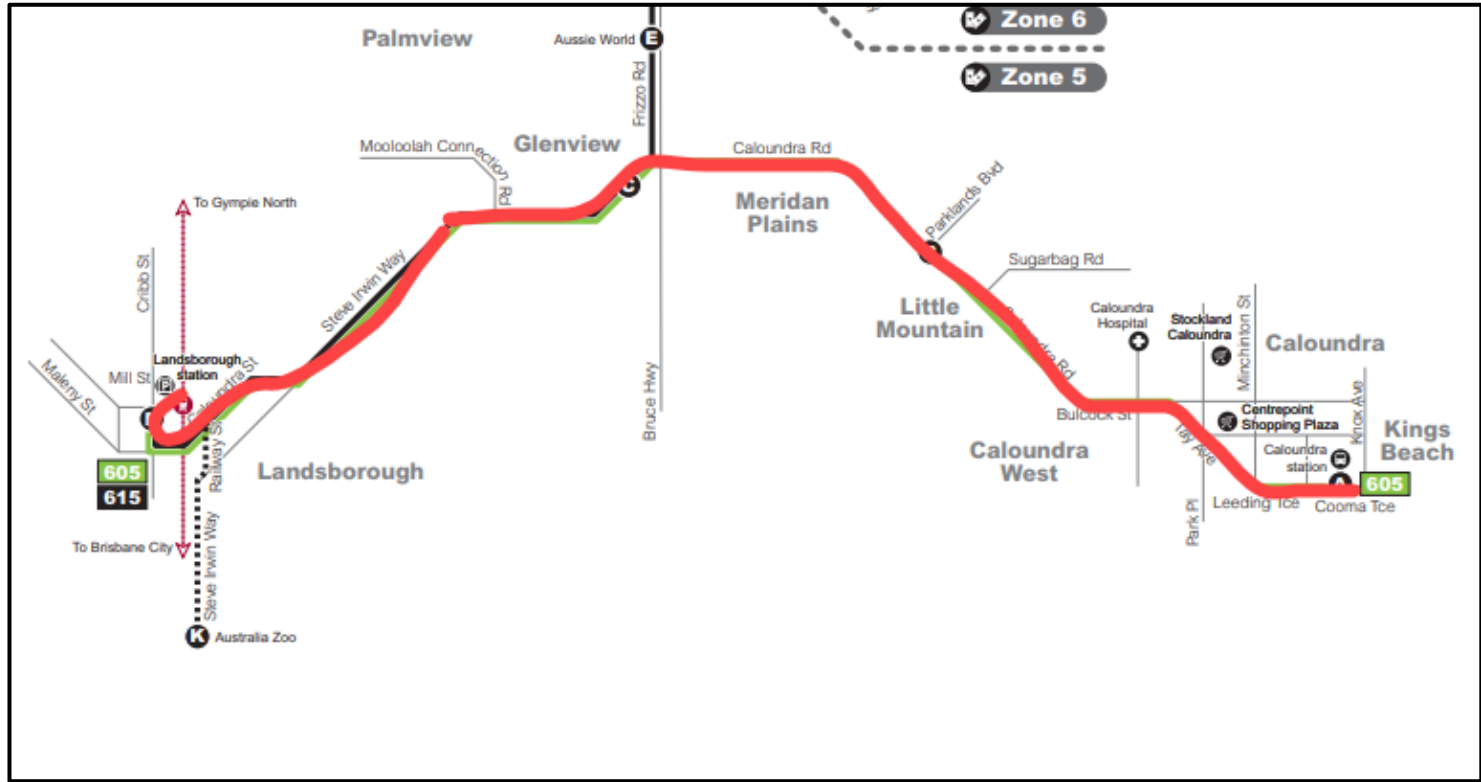
- ▶ Via Tewantin, Noosa Junction, Eenie Creek Road, Walter Hay Drive, Emu Mountain Road, Sunshine Mwy, Runway Drive, Sunshine Coast Airport (SCA), Maroochydore CBD hub
 - ▶ Covers sections of existing (and continuing) routes:
 - ▶ Tewantin Central to Noosa Junction (on 627 route)
 - ▶ Noosa Junction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



Initial routes ...(indicative only)

Route 605X - Caloundra Station to Landsborough Station

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



Initial routes ... (indicative only)

Route 610X - Maroochydore CBD to Nambour Station

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

