

REPORTS TO OSCAR General Meeting 25 August 2022

6. Financial Report

6.1 Treasurer's Report:

BANK A/C #1 STATEMENT

This report is for the period 26th July to 24th August 2022:

Cash Balance 26 th July 2022		\$ 392.89
Receipts:	\$50	
Payments:	\$55	\$ (5.00)
Cash Balance 24 th August 2022		\$ 387.89

BANK A/C #1

Receipt Details: \$50 1 x Organisation membership - TAPP

Payment Details: \$55 SCEC

BANK A/C #2

This report is for the period 26th July to 24th August 2022:

Cash Balance 26 th July 2022		\$5867.11
Receipts:	\$ 2.82	<u>\$ 2.82</u>
		\$5869.93
Payments:	\$ 0.00	\$ 0.00
Cash Balance 24 th August 2022		\$5869.93

BANK A/C #2.

Receipts Details: \$2.82 Bank Interest

Payment Details: \$0

6.2 Accounts for payment:

BANK A/C # 1

GM Approval Required - Nil

Estimated/Actual Bank Balance after payment of items in 6.2 **\$387.89**

BANK A/C # 2

Payment Details:

GM Approval Required - Nil

Estimated/Actual Bank Balance after payment of items in 6.2 **\$5869.93**

6.3 2022/2023 OSCAR Membership - Increase

Please note that membership fees as per approval granted at the 2021 AGM are now \$60 for organisations and remain \$10 for individuals. These are due now. Correspondence by email will be forwarded shortly.

9.1 Standing Agenda items

a) Airport Community Aviation Forum

No new information to report.

b) Climate Conference – A Climate for Change – an Unconventional Convention,

Nothing further re any future dates.

c) SEQCA – Meeting 16 August 2022

Main item of discussion the **Planning for the community – issues, opportunities and solutions** conference to be held on 15 October 2022. More information on this will be provided to OSCAR members.

d) QLGRA

Nothing of relevance to OSCAR to report.

e) SCRC Transport CRG

Material from the meeting held on 10 August 2022 is included at the end of this report.

Items discussed included:

- ThinkChange – Council’s Travel Behaviour Change Program
- Council’s EV Transition & Charging program
- Transport Levy 2022/23 Program
- Sunshine Coast Active Transport Advisory Committee update
- Possible future items for discussion

f) Update re Buddina (Lesley Dimmock)

Friends of Buddina are continuing to pursue both the redacted & the missing information from our April RTI which was issued by SCRC in July. An external review has been lodged with OIA, after SCRC rejected our internal review.

We are also waiting on the results of an additional RTI - same subject, different time period.

g) Twin Waters West Appeal – “the long game”

After a whirlwind month it’s a wrap. We are exhausted!

Court sat over four weeks and a site visit with a dozen parties and some extras with 4X4 vehicles if needed to traverse the entire site, which wasn’t necessary.

Science and evidence were core to the proceedings.

Community participation carried weight - thank you to our Experts, our dedicated Committee and fellow Co-Respondents by Election for their commitment and support.

We thank and the Respondent Council for their commitment to the case.

And we thank the People’s Court for a fair Hearing.

And we thank our supporters who also believe in science and facts! For all those lay witness statements that flooded in - thank you. We did not use all of them due to repetition, but those that were relied on meant your concerns were logged into evidence.

All is still legally privileged so cannot elaborate on proceedings, but we feel the evidence in chief was the star, as it should be.

What’s next?

We will receive an email notification that a decision is ready to be handed down and we attend court for that. So can you.

We will have around 48 hours’ notice and cannot give a time frame as to when.

This was the biggest and longest case in the P&E Court this year. Yes, a huge undertaking!

If we get a ‘Refusal’ - we win/ drink and be merry.

The developer can then appeal. Council (and community) will cross that bridge when and if we come to it.

(OR ...The developer can also then concede and donate the land to community - or consider our alternate use previously suggested; a cultural interpretive centre and art gallery with an Eastern Grey kangaroo viewing platform (!!)). We are eternal optimists here at TWWS!).

If we get an ‘Approval’ - they win, however, heavy conditioning would be attached to it. The Council, and/or we Co-respondents can appeal. We will cross these bridges in due course.

Meanwhile we are coming up for air and remain hopeful science will win day.

Keep those fingers crossed!

Thanks again everyone for your ongoing support.

Kind regards

Kathryn Hyman

Twin Waters West & Surrounds Inc

h) Sekisui Appeal

The Hearing to address the "Errors in Law" as identified by the Supreme Court was held on Monday-Tuesday 1 and 2 August at Maroochydore. The judge indicated a 4–5-month timeframe for her decision.

i) Coolum West

Nothing further to report.

j) PS 2024 development –

No further news. SCRC has indicated that they are in the process of analysing the large number of responses received during the recent non-statutory consultation. They indicated that it may take several months to complete the analysis. Thank you to all OSCAR member groups and individuals who responded.

k) Biosphere

Nothing further to report.

l) Current SCRC and Noosa Engagement Activities SCRC and Noosa Shire Ordinary Meeting Reports

Nothing further to report.

9.3 Emerging issues

a) Coaldrake Review of Integrity Issues in State Government

The final report from Professor Coaldrake can be found [here](#).

b) OSCAR Logo

Ongoing

c) SCRC Financial questions /issues

Ongoing

d) SunCentral

Given Lang Walker's involvement – +tive and –tive – ongoing

e) SCRC classification and Management of Council Information proposal

Detail to come re specialist appointments to the Reference Group

f) Expenditure Caps for Local Government Elections Discussion

The OSCAR response is on the website at: [OSCAR-submission-Expenditure-Caps-Scheme-May-2022.pdf](#)

g) Time and location of future meetings

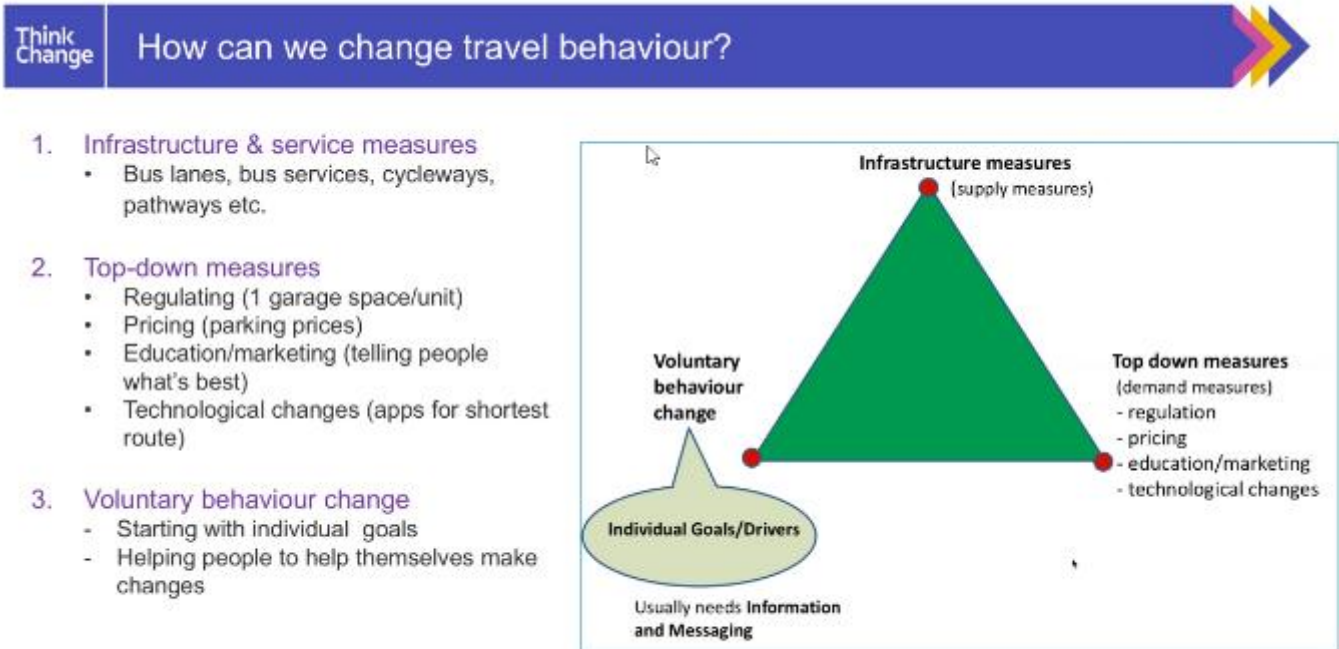
Transport Community Reference Group

Date: Wednesday, 10 August 2022

Time: 9.30 – 11.30 am

Location: Via MS Teams

1. ThinkChange Travel Behaviour Change Program - Matt Pitot





PURPOSE

- Develop and deliver a coordinated multi year Travel Behaviour Change Program of initiatives
- that can lead to a sustained change in resident and visitor travel habits.



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GOAL & OBJECTIVES

- Reduce reliance on private car trips and kilometres travelled
- Achieve a shift to increased passenger and active transport as network matures.

Aligned with ITS objectives:

- Safe, secure, and sustainable access for everyone
- A cleaner and healthier environment and better amenity
- Better community health and individual wellbeing
- Maintain and enhance efficiency of the transport network
- Ensure value for money.



OUTPUTS

- ✓ A multi-year Travel Behaviour Change Program
- ✓ Region-wide marketing and communications campaign
- ✓ Inform and guide Council's priorities regarding travel behavior change initiatives
- ✓ Enable coordination and development of future initiatives
- ✓ Monitor and evaluate success

Think Change | 6

Findings

What it means

Most people can quickly say what they **love about** living, working, studying and playing in the **Sunshine Coast**.

When people realise that continuing growth in car use is affecting the quality of life, they can easily understand the need for **ThinkChange**.

When people are asked about the **main negative** about living on the Sunshine Coast – **traffic** is the answer in over 80% of cases.

ThinkChange targeted at reducing car use can be framed as addressing this issue in the short term.

People and organisations can **readily identify a problem or issue that would be reduced** if people used cars a bit less.

These problems and the benefits achieved by overcoming them, forms the basis of **ThinkChange**.

People can readily answer how they can **reduce car trips and kilometres travelled**.

Travel behaviour change focussed on getting people to mode shift is unlikely to succeed until there is investment in the network to be a viable choice.

However, **bus or train is rarely mentioned**. Walking and cycling is occasionally mentioned.

A program **getting people to think of ways to avoid car kms or trips** is likely to be more successful and is the focus of **ThinkChange**.

More frequent are other options – going to a closer activity, doing something as part of another trip, using online services, sharing a ride.

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Think Change | 10



Council led initiatives

Reducing dependency on the car

1. Maroochydhore PDA (workplace category)
2. Sunshine Coast Stadium (event category)



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Partner led initiatives

Congestion at schools

3. Palmview State Primary School (education category)
4. Bli Bli State Primary School (education category)
- Linking locals - a better community with less cars
5. Aura Stockland (community category)



Individual led initiatives

Everyone can get involved, with small changes adding up to something bigger - Rethink, Reroute, Retime, Reduce, Remode.

Assist the community look for existing opportunities to reduce car use by rethinking their activities and plan ways to make life easier by doing things differently.

- ThinkChange digital brochure
- Messaging and communications i.e. social media, media releases, advertising, radio, print, email contact address
- Council's website updated
- Progress trademark of ThinkChange name and logo within Australia
- Branding 'campaign' guidelines to be finalised and shared with partners
- Broader incorporation of ThinkChange branding and communications across Council transport related projects over time.



Website: [ThinkChange \(sunshinecoast.qld.gov.au\)](http://ThinkChange(sunshinecoast.qld.gov.au))

2. Council's EV Transition & Charging – Matt Pitot

Why Electric Vehicles

- 14 per cent of Queensland total greenhouse gas emissions come from transport.
- Transport is the second highest emitting sector in the state.
- The average EV produces around 30 per cent less greenhouse gas emissions.
- Electric vehicles can save users 60-90 per cent off what they would pay for a tank of fuel.
- Demand for EVs now drastically outstripping supply (Source: Electric Vehicle Council)
 - Sales of plug-in electric vehicles tripled in the past year from 6,900 in 2020 to 20,665 in 2021.
 - EVs now account for 2% market share of new cars, up from 0.78% in 2020



EV Charging Station map: www.plugshare.com

Electric charging types Australia and time to charge



	Power	Range added per hour	Charging time	Typical application
Level 1 – single phase (domestic)	2.4-3.7kW	10-20km range / hour	5-10 hours	Home
Level 2 slow – single phase (domestic or public)	7 kW	30-45km range / hour	2-5 hours	Home/work, shopping centres, car parks
Level 2 fast – three-phase (public)	11-22kW	50-100km range / hour	30mins – 2 hours	Urban, roadsides
Level 3 – fast charge (public)	50kW	250-300km range / hour	20-60 mins	Regional near-highways, motorways and key routes
Level 4 – super-fast charge (public)	100kW	400-500km range / hour	20-40 mins	Regional near-highways, motorways and key routes
Ultra-fast charge (public)	350kW	1000+ km range / hour	10-15 mins	Highways and motorways

Source: <https://www.transport.nsw.gov.au/projects/electric-vehicles/charging-an-electric-vehicle>

Australian Government

National Electric Vehicle Strategy

- Electric Car Discount takes the form of tariff and fringe benefit tax exemptions which the Government intends to apply retroactively from July 1.
- EVs that sit below the Luxury Car Tax (LCT) (now \$84,916 for 2022-23 FY) exempt from the 5% import tariff.
- These vehicles exempt from 47% FBT if provided through employment arrangements.
- Federally-funded infrastructure projects incorporate EV charging facilities wherever possible.
- All relevant properties which the Commonwealth owns, or leases, will be fitted with appropriate charging infrastructure.
- Convert Commonwealth vehicle fleet to zero-emissions vehicles; target of 75% new passenger vehicle leases/purchases by 2025 (current fleet is 0.1 per cent EVs).

Driving the Nation Plan

- \$40M to deliver 117 fast EV charging stations every 150km (average) on national highway network.
- Hydrogen refuelling stations on Australia's busiest freight routes.

Powering Australia Plan

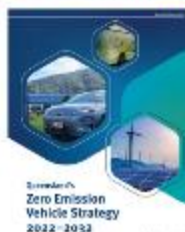
- 43% emissions reduction target by 2030 and net zero emissions by 2050.



Supply of EVs will continue to be constrained with no penalties for not selling enough low or zero emission vehicles



Queensland Government



Targets

- 50% of new passenger vehicle sales to be zero emission by 2030, moving to 100% by 2036
- 100% of eligible Queensland Government fleet passenger vehicles to be zero emission by 2026
- Every new TransLink funded bus added to the fleet to be a zero-emission bus from 2025 in Southeast Queensland and from 2025-2030 across regional Queensland.



Action Plan Key Initiatives

- Purchase rebate**
 - \$3,000 rebate for buyers of eligible zero emission vehicles
 - Discounted vehicle registration and registration duty costs.
- Public charging infrastructure**
 - \$10M co-fund public charging options, in partnership with local government and industry
 - Grants are available for up to \$3 million.
 - Up to 50% Government contribution towards fast charging infrastructure
- Fleet transition to zero emissions**
 - replace all eligible government fleet vehicles with electric vehicles as current leases expire and when a suitable alternative is available and appropriate for business needs



The Queensland Electric Super Highway (QESH) is the world's longest, electric super highway in a single state, spanning more than 1,782km.

Sunshine Coast Council

We're encouraging an uptake of electric vehicles by:



- drafting policy for Council's EV fleet and EV charging at Council facilities
- transitioning Council's passenger fleet to EV's as well as small tools



- working with the community, partners and electricity distributors to install charging stations on public land
- encouraging developers and building owners to install chargers on privately-owned land



- investigating opportunities for EV provision through the New Planning Scheme



- providing online resources
- advocacy to government and private sector

Sunshine Coast Council



Integrated Transport Plan

- Commence the transition of Council's fleet to electric powered vehicles
- Revise the planning scheme as required to support the transition to electric vehicles
- Consider major off-street parking sites in the incorporation of electric vehicle charging during development or able to be retro-fitted as necessary.



Zero-net Emissions Plan

- Adopted 28 July 2022. Provides a strong platform for action towards Council's zero-net emission reduction target by 2041.
- Transport focus area analyses Council's performance in:
 - fuel efficiency
 - operational logistics
 - reduction in overall fuel usage
 - choice of fleet vehicles.
- The plan assists to drive action that optimises fuel efficiency and the transition to renewable fuel sources for Council fleet and plant equipment.

Sunshine Coast Council Zero-net Emissions Plan

Transport

Optimise fuel efficiency and transition to renewable fuel source for fleet and plant equipment

Analysis of Council's performance in fuel efficiency represents a clear opportunity for improvement in this sector, in operational logistics, reduction in overall fuel usage and choice of fleet vehicles.

For Council, a transition from internal combustion engines to alternative hydroelectric options would require the installation of supporting infrastructure (e.g. fast charging EV stations).



Support the uptake of fleet vehicles to electric



Pursue alternative renewable fuel sources for fleet and equipment



Encourage behavioural change towards zero or low emissions transport modes

Transport interim targets at:

FY 2025:

- 30% of passenger vehicles will be electric or hybrid or low emissions from 2020/21 FY baseline
- 40% reduction in the number of cars in the fleet on 2020/21 FY baseline
- 10% of ride-on plant and equipment are low emissions/electric on 2020/21 FY baseline
- 10% of Council employees to commute to and from work using an alternative travel mode/arrangement to private vehicle use on a regular basis from 2021 baseline survey
- 10% reduction in council employee vehicle kilometres (kms) car travelled from 2021 baseline survey

FY 2030:

- 50% reduction in GHG emissions from Council's fleet on 2020/21 FY levels
- 60% of passenger vehicles will be electric or hybrid or low emissions
- 30% Council employees to commute to and from work using an alternative travel mode/arrangement to private vehicle use on a regular basis from 2021 baseline survey
- 20% reduction in council employee vehicle kilometres (kms) car travelled from 2021 baseline survey

Alignment to Sustainable Development Goals
#7 Sustainable cities and communities #13 Climate action

TRANSPORT

TRANSPORT		Financial Years					Five-year cost estimates	LEAD (Council Branch)
ACTION	TASKS	2022/23	2023/24	2024/25	2025/26	2026/27		
Outcome: To optimise fuel efficiency and transition to renewable fuel source for fleet and plant equipment								
4.1 Pursue alternative low-zero emissions fuel sources for equipment and fleet	4.1.1 Transition passenger vehicles, electric, hybrid or other low emissions options based on the targets in the revised Motor Vehicle Management Policy	•	•	•	•	•	Medium	Fleet Services
	4.1.2 Transition small and large equipment and heavy machinery to low emissions or clean, efficient, emissions-free technology	•	•	•	•	•	Medium	Fleet Services
4.2 Ensure appropriate transport infrastructure in place to support EV/ low emissions fuel uptake	4.2.1 Develop an Electric Vehicle Transition Policy	•					Low	Transport & Infrastructure Planning
	4.2.2 Install suitable EV charging infrastructure at priority Council and community facilities to support fleet transition and as a key component of the Workplace Strategy		•	•	•	•	Low/ Medium*	Property Management/ Fleet Services
4.3 Change transport behaviour and corporate culture	4.3.1 Workplaces travel plan to promote and support the uptake of sustainable transport options for staff	•	•	•	•	•	Medium	Transport Infrastructure Management

*Cost for the EV charging infrastructure could be cost positive depending on the arrangement Council chooses to adopt

There are currently 2 full battery electric vehicles and 17 hybrid vehicles in Council's passenger vehicle fleet

Sunshine Coast Council – EV charging at Council facilities

Provision of charging facilities

The provision of EV charging at Council facilities is currently under consideration. Relevant issues include:

- Frequency of use
- Duration of stay by visitors
- Sufficient space provision
- Procurement issues
- Partnership or solo approach
- No on-street Council parking charging facilities
- Permit off-street Council parking charging facilities
- Support private industry in roll-out of EV charging facilities across region.



ParknGo Mooloolaba Central

Sunshine Coast Council - New Planning Scheme EV considerations

Discussion: What role might the New Planning Scheme play in supporting a transition to EV?

Relevant issues include:

- Constantly evolving technology
- Possible provision of off-street EV charging requirements would likely be applicable for certain land uses only
- Consider potential impact on available parking space provision, private open space and amenity for multi-unit dwellings
- Provision of electric charging is typically industry led response with potential for cost recovery
- Provision for on-street charging is complex and expensive
- For example, Port Phillip kerbside vehicle charging trial
 - Residents who don't have an off-street car park for detached dwelling only
 - permit enables a charging facility to be installed at the kerb by the nature strip in front of your property at a cost to owner of \$5,500.
 - Public Liability Insurance \$20M required
 - No guaranteed use of car parking spot.



Discussion: What else could the New Planning Scheme consider?

3. Transport Levy 2022/23 Program – Matt Pitot

Transport Levy 2022/23 – Key highlights

- Funding of \$3.5 million to partner the commencement and progression of the Mass Transit Detailed Business Case led by the Department of Transport and Main Roads.
- The commencement of Council's travel behaviour change program branded *ThinkChange*, which will roll out five pilot initiatives, three with partner organisations.
- Maintaining the two Flexilink services as well as the Council Link service.
- Continuing initiatives to improve bus stops and access to them as well as the RideScore initiative, which was well received at its launch this year.
- Expanding the data capture of the Household Travel Survey by Transport and Main Roads to track changes, over time, in how people travel.

Att 3: Proposed Transport Levy Program 2022/2023 - 17&21 March 2022

Proposed Initiative	2022/2023	Comments	Complete
Service Improvements			
TRIAL Flexilink service - Corinda-Maleny	\$140,000	Continuation of the trial pre-booked service linking to existing public transport services at Maleny. Investigate the potential trial of an additional Maleny to Friday trip for a period.	30
TRIAL Flexilink service - Pearcedale-Bassendean	\$5,000	Proposed continuation of Flexilink service, pending review of recent service change effects.	30
TRIAL Council Link	\$270,000	Continue the targeted trial service for eligible persons to their nearest centre once per week. Make permanent but linked to LAMP2 coordination.	30
Household Community Transport Service	\$12,000	Pre-booked, community run, transport service for household. Meet Council's and possible upgrade of vehicle. Council contribution includes vehicle removal.	30
Potential bus service improvements	\$200,000	Acknowledge for outcome of discussions with TransLink/T&M - express service, freq. improvements, demand response, etc. \$5 for \$5 worth beyond business as usual.	30
Subtotal	\$627,000		
Infrastructure Assets			
Bus stop upgrades based on use and focus on ACCESS	\$200,000	Provide bus stop category upgrade based on known demand growth and a focus on senior boarding sites.	30
Bus stop-supporting access infrastructure	\$30,000	Provide amenity between a bus stop or station and the immediate surrounding environment, particularly on existing or emerging high user demand areas or known accessibility needs.	30
Subtotal	\$230,000		
User Benefits			
ThinkChange Program - Implement Council and partners	\$300,000	Subject to formal endorsement of Think Change program, begin implementation of pilot initiatives - Develop, promote and activate pilot approach, the identified and Council only, strategies in a limited market.	30
ThinkChange Program - Implement partner initiatives	\$700,000	Subject to formal endorsement of Think Change program and reaching agreement with stakeholders, begin implementation of pilot initiatives - Brief stakeholders, Develop, promote and activate (upon agreement) the identified and partner initiatives.	30
Communication material, associated Levy activities and awareness campaign	\$180,000	Implement the marketing and communication of transport aims and initiatives. Update web site and improve availability of sustainable travel information including travel plans and travel of routes.	30
RideScore Active Schools Program	\$150,000	Deliver trial program to multiple schools, monitor and report. Continuation and expansion of RideScore Active School program.	30
Joint awareness campaign with TransLink	\$25,000	Partnered, bus route specific, targeted information campaign raising awareness of frequency, proximity, benefits and boarding facilities.	30
RideSafe Community Engagement Program - trial	\$75,000	The initiative is a trial (one year), designed to improve active travel network level of service and address identified safety hazards for pedestrians, cyclists and other mobility device users enabled through community engagement.	30
Subtotal	\$1,530,000		
Research, Planning & Investigations			
Sunshine Coast Mass Transit Project	\$3,000,000	Preparation of the Detailed Business Case for Mass Transit led by TMR with SCC collaborating as agreed.	30
Performance analysis, network planning, investigation and reporting	\$45,000	Investigation and development of network improvement proposals, data gathering and performance analysis, and reporting.	30
Mass vehicle movements data source investigation - trial	\$75,000	Obtain data linked to mass vehicle movements, speed, routes and information advising on a range of characteristics, collectively assisting on project targeting and prioritisation (one year trial) as a trial to verify benefits and applications.	30
Electronic Household Travel Survey contribution	\$50,000	Partner with TMR and contribute to capture additional household travel surveys for the Council area.	30
Subtotal	\$3,170,000		
Transport Futures Fund (TFP)			
2021/2022 contribution directly to TFP	\$600,430	This amount, together with the provision for the Sunshine Coast Mass Transit Project, meets the requirement for contribution under the Policy.	30
Subtotal	\$600,430		
Total Expenditure	\$6,607,430		
		\$3,000,000 + \$600,430 + \$3,000,000 = \$6,600,430	
		For 2022/23 - \$45 @ 151,664 properties	

4. Sunshine Coast Active Transport Advisory Committee update

Sunshine Coast Active Transport Advisory Committee (SCATAC) Overview of minutes

- Pathways Budget comparison with Toowoomba Regional Council (TRC) (SCC, Jonathan Giles)
 - Previous TRC pathways budget \$400,000. Council approved increase to \$1.5m to deliver sooner
 - Sunshine Coast Council (SCC) local pathways budget \$550,000 plus \$550,000 discretionary Councillor budget
- TMR upcoming Walking Network Planning for Kawana SCUH (TMR, Robyn Davies)
 - TMR will include SCATAC as stakeholder
- Federal Inquiry into Road Safety overview (SCC, Jonathan Giles)
 - Relevant actions include national consistent guidelines and standards, updating the National Land Transport Act to capture entire road corridors including safe active travel, improved proactive and reactive road safety funding, nationally consistent provision of data, improved road safety education in schools.
 - Council supports the inquiry recommendations
- Sub-Committee presentation "A Plan of ATAC". (SCATAC Members, Damien Jones, Tim Rogers, Ritwik Swain, Prue Oswin)
 - Eight priorities: New developments, walking and cycling safety improvements in all new projects, trial innovative AT infrastructure, improve AT infrastructure for 10 schools in 5 years and remainder in 10 years, maintenance focus on safety and comfort, build technical capability in Council, ongoing engagement with community and ATAC on future planning and engineering projects
 - Council will consider these recommendations as part of its Active Transport Plan development
 - TMR Minister for Transport and Main Roads: commended the presentation, agreed with school safety focus and suggested a speed reduction emphasis along with raised crossings.
- TMR Action Plan for Walking 2022-2024 (TMR, Robyn Davies, Amanda Yeates)
 - Details the implementation of the Qld Walking Strategy, \$2.5m committed for planning work over the two years, may include delivery of raised crossings
- First Avenue Council Design (SCC, Nick Cooney)
 - Significant streetscape improvement including raised crossings at mid-block and side roads, input received from SCATAC members informed design, monitoring on success of design for people walking and cycling will be reported back to SCATAC once construction complete

5. General Business

Possible future items for discussion

- Beerwah to Maroochydore Rail Extension (TMR)
- Beerburum to Nambour Rail Upgrade (TMR)
- Mobility and Autonomous Vehicles / Emerging Technologies (TCRG?)
- Optimising On-Street Parking (SCC)
- On-demand responsive transport trial findings (TMR)
- SEQ Regional Transport Plan – impacts/opportunities for SCC
- Transport infrastructure impact on Coastal Management Strategies (SCC)
- ParkNGo update on usage and data (SCC)
- Active Transport Plan workshop (SCC)
- Gold Coast On-demand transport services (TMR)
- Free bus trial (TCRG?)
- Mass Transit update (SCC)
- Sunshine Coast Airport update (SCC)
- Transport roles and responsibilities (SCC)

Currently scheduled for 2 November 2022

- Southern Sunshine Coast Public Transport Strategy (TMR)
- Electric buses rollout (Sunbus)

*Discuss: what items are
considered of most interest?*

*Discuss: what new items
could TCRG members lead?*

Next Meeting – 2 November 2022 at 9.30 am