

The community is providing feedback on the Draft Options Analysis. Once consultation is complete, the Options Analysis will be reviewed and submitted to Sunshine Coast Council for consideration.

The Draft Options Analysis recommends:

- 1 Sunshine Coast Council and the Queensland Government continue to work together to deliver an integrated public transport system for the Sunshine Coast Region, including assigning a high priority to the staged development of the new mass transit system as proposed in the SBC and this Options Analysis report. The next stage of this joint work should be the preparation of a Detailed Business Case.
- 2 The results of stakeholder and community engagement undertaken, based on the draft Options Analysis, be included as relevant matters in the final Options Analysis and the Detailed Business Case process.
- 3 Feedback received from stakeholders and the community on matters outside of the scope of the Project, notably certain aspects relating to urban planning and placemaking, be incorporated in the relevant processes for addressing those matters. This will include matters relevant to the preparation of the new *Sunshine Coast Planning Scheme 2014* such as zoning, building height and density.
- 4 The delivery of the new mass transit system commence as soon as possible. This is due to the need to reduce the accelerating trend towards urban expansion and growing congestion in the coastal corridor resulting from employment and tourism growth.
- 5 Stage 1 of the mass transit system be developed as a local mass transit technology in the northern part of the Sunshine Coast Urban Corridor, extending 13.6 kilometres from Maroochydore to SCUH at Birtinya town centre.
- 6 The operation of Stage 1 be targeted to commence in 2027. Stage 1 should be followed by ongoing development of the mass transit network as soon as possible:
 - Stage 2 – connection from the SCUH/ Birtinya town centre to Beerwah (and the existing North Coast Rail Line) most likely as regional rail.
 - Stage 3 – extension south from SCUH along the urban corridor to Caloundra using a local mass transit technology consistent with Stage 1.
 - Stage 4 – connection from Birtinya town centre to Maroochydore City Centre via the CAMCOS corridor, most likely as regional rail.
 - Stage 5 – a longer term connection from Maroochydore City Centre to the Sunshine Coast Airport via either local mass transit or regional rail.

7 Four technology options be progressed to the Detailed Business Case stage. These four mass transit technology options for Stages 1 and 3 will operate in a guaranteed priority right-of-way (Category B), are best able to meet the Project objectives, and provide most long term benefit to the local, state and Australian communities:

- TT on a dedicated busway,
- LRT on a dedicated trackway with either overhead power supply or
- wLRT on a dedicated trackway with on-board stored energy through batteries or hydrogen fuel cells
- BRT on a dedicated busway.

The four Category B options will be expensive due to the need to construct a fully dedicated light rail trackway or busway. Accordingly, the cheaper general traffic (Category C) QBC option should also be progressed for further analysis in the Detailed Business Case, either as a staging option or as ultimate option - QBC in kerbside bus lanes, using the lowest emission buses that are commercially viable (preferably targeting zero emissions by the time of implementation).

8 The Detailed Business Case stage give further technical consideration to a range of candidate technologies to determine the most viable option to deliver local mass transit in the Sunshine Coast Urban Corridor.

9 The Detailed Business Case consider the ability of all Category B technology options to be staged to reduce the initial cost, so the most effective sectors of the dedicated Category B mass transit corridor are installed first. In particular, the BRT option may be able to be delivered in stages by initially running standard articulated buses that are already approved for safe and effective operation in sections of general traffic lanes.

10 The Detailed Business Case have a specific focus on delivering:

- desired land use outcomes, specifically confirming the potential ability of all the candidate technology options to influence urban change and increase urban consolidation (building on the analysis already undertaken in this Options Analysis)
- full seamless integration with the development of regional rail in the CAMCOS corridor, connecting the region to the rest of SEQ
- integration with the Mooloolah River Interchange and Kawana Arterial road upgrade projects to ensure through-traffic that should not be on Nicklin Way uses an alternative route
- integration with the Maroochydore local road upgrade and Buderim Mooloolaba Interchange upgrade project to ensure traffic that should not be in Alexandra Headland uses an alternative route to the Sunshine Motorway southbound and is removed from Alexandra Parade and Pacific Terrace
- active transport connections both to the mass transit stations, and along the corridor in accordance with Queensland Government policies and the Principal Cycle Network Plan.

11 TMR (TransLink Division) be engaged during the Detailed Business Case stage to ensure the broader Sunshine Coast Region gains maximum benefits from improved public transport services and to progress the supporting bus network through:

- the staged roll out of the high frequency strategic bus network identified in this Options Analysis, supported by bus priority infrastructure and Park 'n' Ride facilities
- incremental upgrades to the local feeder bus network
- development of bus priority and Park 'n' Ride facilities to allow residents from all parts of the Sunshine Coast to access the public transport system.

12 Sunshine Coast Council undertake the following support actions:

- Planning and delivery of an active transport feeder network to enable people to easily access the integrated public transport system.
- Continuing the strong focus on achieving the outcomes envisaged in the Regional Economic Development Strategy, focussed on supporting the Maroochydore City Centre project, and boosting and connecting local employment opportunities in areas close to the mass transit route to allow a greater number of residents to benefit from more convenient access to their places of employment.
- Continuing consideration of the potential urban outcomes for the Sunshine Coast Urban Corridor to enable those outcomes to be taken into account in the Detailed Business Case.
- Continuing to implement the Parking Management Plan to help reduce local traffic congestion, increase the attractiveness of urban areas and promote behavioural change through improved travel choices and encouraging greater use of public transport and more walking and cycling.
- Considering the needs of patrons of local businesses, and residents, to drive their vehicles in areas located in the mass transit catchment when determining road use development.

Have your say

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