



FRIENDS OF BUDDINA LTD.

ACN 636 176 764

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To: SC Public Transport, DTMR scpublictransport@tmr.qld.gov.au
northcoast@tmr.qld.gov.au

Submission: Community Consultation Public Transport

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Friends of Buddina believe that the SC region needs an integrated public transport system providing

1. convenient connection to Brisbane, via Direct SC Rail Line, and
2. region-wide connectivity, utilising electric bus technology.

The SC projected 20 year and 25 year population estimates justify only one (1) fixed infrastructure public transport asset, namely the Direct SC Rail Line. This critical project ought to be funded and completed in one (1) stage directly from Maroochydore CBD to Beerwah and the State rail network.

Supporting that passenger rail and providing travel within the SC region, electric buses would provide a modern, efficient, economically and environmentally sustainable solution with flexible, demand-driven routes i.e., east-west and north-south.

Friends of Buddina believe that the SCRC's Mass Transit Options Analysis report, should NOT progress with its current recommendations to the next stage of formalising the SC Public Transport Business Case. The alternate option of electric buses providing east-west and north-south local public transport ought to be prioritised as a more convenient, sustainable and accessible system.

With a connectivity priority, the transport system ought to connect current residents in existing residential locations to key industry employers and service providers. Future population and business growth must also be supported, but not at the expense of current residents and employers. "Residence to Work" travel necessitates both east-west and north-south.

Rationale for Non-Acceptance of the SCRC's Mass Transit Options analysis report

Friends of Buddina believe that Council's *preferred mass transit options* identify the WRONG MODES along the WRONG ROUTE with an unacceptable weighting bias on 'land use' densification and those recommendations are not supported, particularly *Light Rail, Wireless Light Rail, and Trackless Trams*. Each of these options FAIL to provide:

- a region-wide connectivity-driven *public transport* system as a priority;
- economically sustainable, flexible *public transport* modes that can alternate routes based on flexibility of demand-driven route alternatives;
- alternative routes that resolve existing *public transport* short-falls, east-west and north-south;
- alternative routes during significant weather events (flooding of Nicklin Way);
- alternative *public transport* modes without pre-requisite intensification of *land use*;
- alternative options for *land use*/development within existing capacity in the SCPS and PDA's;
- adequate *cost and risk* analysis information based on current costs and risk (transparency);
- the ability to "maintain and enhance" the environmental impacts of development on the sensitive, fragile habitat of endangered species;
- the ability to "maintain and enhance" the amenity and *liveability* for current residents who live in along the proposed route.

Overall, SCRC's Mass Transit Options analysis report falls short of what the Sunshine Coast needs in a transport plan for the community, a *public transport* system which we believe ought to focus on:

1. Connection to Brisbane Direct SC Rail Line North-South
2. Connection within SC Region SC Public Transport East-West and North-South