



FRIENDS OF BUDDINA LTD.

ACN 636 176 764

www.friendsofbuddina.com

<https://www.facebook.com/BuddinaCommunity/>

[Together we can make a difference!](#)

Email to: SC Public Transport, DTMR

SCPublicTransport@tmr.qld.gov.au

Submission: **SCPT Community Engagement: Vehicle Options**

November 2023

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;
2. region-wide connectivity utilising electric buses and consistent modes of transport; and
3. **NO Light Rail** nor any variation or other option requiring fixed infrastructure for local transport

With the projected 20 year and 25 year population increases, only one (1) fixed infrastructure public transport asset is justified, i.e., the Direct SC Rail Line. Passenger rail should be the overarching mass transit priority, along the CAMCOS corridor, *CONNECTING* the Sunshine Coast to Brisbane, funded and completed in one (1) stage directly from the Maroochydore CBD to Beerwah with an extension as stage 2 to Caloundra.

A Quality Bus Corridor supporting passenger rail and providing travel within the SC region with high frequency electric buses would provide a modern, efficient, economically and environmentally sustainable solution with flexible, demand-driven routes north-south along the coastal corridor and then east west to key employment hubs such as the University and other employment hubs.

Friends of Buddina believe that the SCRC's Mass Transit Options Analysis report was biased towards Light Rail and "land use" changes, rather than a genuine transport solution with *CONNECTIVITY* as the priority. 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.

Rationale for Non-Acceptance of the SCRC's Mass Transit LIGHT RAIL preferred option

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* or any variation of fixed infrastructure.

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 intensified 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 that is fit-for-purpose.