

Transport Levy

	Endorsed by Council:	TBC
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Policy purpose

The purpose of the Transport Levy Policy (the Policy) is to support the delivery of an integrated transport network which provides safe, connected travel choices and contributes positively to both the wellbeing of its users and the sustainability of our region.

The Policy recognises the Sunshine Coast public transport system needs significant improvement and seeks to support the progressive enhancement of the system by enabling the related planning and design of the multi-modal corridors that will provide accessible transport choices for all, regardless of age, gender, socio economic status or mobility needs.

The purpose of the Policy is to provide a basis for utilising revenue raised through the Transport Levy (the Levy) on rateable properties in the Sunshine Coast Regional Council (Council).

Policy scope

The Policy relates to any new or continuing initiative that is funded with revenue from the Levy and applies to all Councillors, Council staff, contractors and others associated with any existing or new transport levy initiative. The Policy:

- Complements Council's vision: *Australia's most sustainable region: Connected. Liveable. Thriving.*
- Supports the objectives of Council's Integrated Transport Strategy
- Supports multi-modal transport corridor planning and development providing for the future transport needs of the Sunshine Coast Regional Council local government area either as a sole participant or in a partnered way (primarily with the State Government)
- Assists in leveraging investment in projects to improve multi-modal transport infrastructure and services and to influence State and Federal Government funding priorities
- Seeks to leverage outcomes related to major non-infrastructure-based projects with the State and Federal Governments
- Enables bringing forward selected major transport projects to achieve economic development outcomes for business and industry, particularly in partnership with others
- Establishes and guides the utilisation of a 'Transport Futures Fund' to apply strategically with its principal focus being the coastal corridor mass transit initiative
- Enables ready reaction to emerging issues and relevant opportunities
- Seeks more efficient use of private cars, distinct modal shift from private cars to public passenger transport, and broader travel behaviour change to more sustainable modes

- Sources relevant, reliable transport data for analysis, forecasting and trend identification
- Tracks potential transport “disruptors” and evaluation of any strategic transport impacts
- Allows approaches by external agencies, institutions and partners offering significant partnered opportunities with broad community benefit
- Applies to external agencies, institutions and partners to the extent possible.

Policy statement

Sunshine Coast Council recognises, through its Integrated Transport Strategy, the important role of all transport modes in providing for the movement of people and goods, thereby creating a connected community supporting an economically viable and sustainable region. This commitment is demonstrated by activity through the Levy and will assist the transition to more sustainable travel choices by individuals and will assist coping with expected growth.

The State Government co-ordinates and delivers State roads, provision of public transport (rail, bus etc.) and strategic cycle networks throughout Queensland through various Divisions of the Department of Transport and Main Roads. Council expects the State to meet its role and the associated responsibilities through timely investment to deal with growth and improvement to the existing transport system.

Council has a role in local roads and pedestrian and cycle networks predominantly. Council has a role in providing local bus stops but does not provide public transport services.

It is not intended for the Levy to be linked directly to, or deliberately subsidise, established transport budget programs financed through existing funding streams and mechanisms, except as resolved by Council.

It is not intended that Council takes on roles and activities typically left to ‘market forces’ to provide (e.g., technology elements, specific transport service types, etc.).

Integration of initiatives and timely programming of projects are essential to achieve viable transport networks to move people.

The transition of people from using cars to using more sustainable transport modes of travel (public passenger and active transport) for some of their journeys, as growth continues, is necessary. This will help utilise the capacity of existing alternative networks and alleviate or delay the need for investment addressing road capacity constraints. This may be more relevant if there is any sustained onset of externalities or sector ‘disruptors,’ e.g., changed habits, market changes, etc.

Resources and actions are primarily directed to purely local government related responsibilities and community outcomes. However, Council could consider directing resources into partnering beneficial multi-modal transport projects in a timely manner and potentially consider participation in non-traditional areas in an informed, selected and limited way, if there is a demonstrable and direct community benefit.

The Policy is not intended to replace what can realistically be achieved through the effective use of existing budget revenues and external funding sources, complemented with mechanisms for effective land use planning and its integration with multi-modal transport solutions.

Potential examples of outcomes of the desired aims are:

- Road corridors – bring-forward selected beneficial multi-modal projects/initiatives with the State, solely by Council or with development
- Public Transport – improvements to infrastructure, services, stops, user systems, information systems, priority works
- Active Transport - improvements to path and crossing infrastructure to support safe, inclusive access for vulnerable pedestrians to public transport networks and key community facilities (eg schools, medical facilities and shops) reducing car reliance
- Travel Behaviour Change - focused on individual and community wide benefits and outcomes.

Policy outcomes

The Policy provides guidance to ensure the effective allocation of revenue raised from the Levy.

The Policy applies to selected eligible transport improvements considered of value to the community, delivered in a timely manner and supporting economic activity.

The Policy will bring forward beneficial multi-modal transport outcomes beyond the reach of currently available funding streams.

The creation of strong partnerships, particularly with the State, will be required to deliver on policy outcomes and to facilitate:

- Policy development
- Improved advocacy capacity
- Delivering catalyst projects with economic development potential
- Creating a more sustainable travel culture which benefits the transport networks and the community overall
- Directing 'seed funding' to attract improved and earlier transport investment by the State Government
- Partnering the delivery of mutually beneficial transport projects in line with policy guidelines.

The outcomes of the Policy include:

- Utilising Levy revenue to fund or leverage selected eligible transport infrastructure for multi-modal transport outcomes that have priority but cannot be provided in a timely manner through existing funding mechanisms
- Allowing Council to influence the bringing forward of investment in State and Federal Government transport network improvements
- Enabling Council to enter into partnerships with the State Government, and potentially third party interests, to jointly fund selected eligible transport infrastructure and initiatives
- Enabling Council to fund selected eligible initiatives, projects and services for community benefit
- Enabling Council to raise awareness within the community of travel choices, leading to a change of travel behaviour, to increase the use of sustainable transport and related network operation

- An increased level of community awareness on the current and future transport issues facing the Sunshine Coast Regional Council local government area
- Develop and maintain a broad understanding of likely future strategic transport 'disruptions'.
- Enable a Transport Futures Fund directed at achieving long term, multi-modal, transport infrastructure outcomes.

Communications

The Policy and its intended application and outcomes will be communicated with the community.

All relevant matters will primarily be communicated through the Council website and include other methods as appropriate and as opportunities arise.

Recognise and promote the results of the Levy through effective branding and signing (where applicable) of infrastructure projects and services.

Feedback on initiatives or wider consultation on relevant Levy and broader transport related issues will occur periodically through appropriate mechanisms or as opportunity arises.

Policy application

Guiding principles

All revenue collected annually from the Transport Levy will be allocated to an approved program of initiatives with any balance directed to the Transport Futures Fund. From 2017-18, the contribution to the Transport Futures Fund (or associated activities of its primary focus) was targeted to be about 60% of Transport Levy revenue. For 2025-26, the contribution to the Transport Futures Fund (or associated activities of its primary focus) is targeted to be about 15% of Transport Levy revenue. From 2026–27 onwards, the Transport Levy will cease providing a revenue contribution to the Transport Futures Fund. From 2024-25 onwards any unspent or uncommitted revenue, identified at financial year's end (excluding valid commitments attracting carryover approval), will be transferred into the Transport Levy restricted cash. Transport Levy restricted cash can be used to support the delivery of Transport Levy initiatives.

All revenue collected will be accounted for separately to ensure that established processes governing collection and the management of allocations to specific qualifying projects and outcomes are followed. Any subsidy, grant or revenue generated by the application of this funding should also be included in the accounting of the Levy. Accrued interest on funds held in the Transport Futures Fund will remain with the Transport Futures Fund.

The annual Transport Levy Program should contain a generic outline of the types of projects within Sub-Programs. Sufficient background information relating to an outline, timing and resources is to be available or provided to enable Council to confirm compliance with the Policy.

A longer planning horizon may be applied when considering investment by the Transport Futures Fund and associated Transport Futures Fund Plan.

There is no intention to deliberately supplement or take on core budget program elements.

Some initiatives will need to incorporate a sunset clause, agreed timetable or performance measures for continuance.

Activities for which revenue from the levy can be used include:

- Investing in major strategic transport initiatives that have a genuine multi-modal outcome, with significant benefit(s) to public transport capability, including road improvements which may include bus and transit priority measures on Council roads and green links to provide penetration through developed areas
- Investing in the planning, design and delivery of active transport links and supportive infrastructure to enable the development of an integrated transport network that supports the use of public and active transport Delivery of 'The Wave' station precinct works providing active transport connectivity between the public transport node and the local catchment
- Contributing to support trials of flexible public transport services to meet specific community needs (subject to investigation, demonstration of value for money, consideration of other benefits, and approvals)
- Taking advantage of opportunities through other agency activities benefitting increased public transport patronage by supporting issues such as travel behaviour change, education/information material
- Advancing selected investigations to bring forward beneficial strategic transport outcomes on the Sunshine Coast Regional Council local government area (includes coastal corridor mass transit)
- Working in partnership with the Department of Transport and Main Roads to bring forward infrastructure improvements giving public transport an advantage (priority measures) on State Government roads and corridors, such as queue jumps and green links which have local benefit
- Bringing forward major planned multi-modal infrastructure improvements which have a significant economic and community benefit
- Maximizing the use of the existing networks, adding resilience and limiting delays while maintaining safety, through transport network improvements
- Assisting with advice, strategies and supportive actions to improve transport outcomes for specific eligible events (Note: event organisers' responsibilities to provide and deliver management plans for transport and parking remain as part of the approval process)
- Developing and selectively implementing coordinated travel behaviour change programs to improve transport outcomes
- The establishment of a Transport Futures Fund, supported by the Transport Futures Fund Plan with initial primary focus on the coastal corridor mass transit initiative and then to target specific strategic, long term, staged, transport projects which secure the transport needs of the Sunshine Coast Regional Council local government area
- Utilising selective investigations and data analysis of transport related topics to inform Council of trends, relevant measures, and future risks and opportunities
- Providing short term (project based) resources to specifically plan, develop and/or deliver approved projects and initiatives under the Levy
- Other program initiatives as directed by Council.

Activities for which revenue from the levy cannot be used include:

- Funding must not be directed towards maintenance costs for transport infrastructure

- Funding must not be directed towards employing long term resources to specifically plan, develop or deliver approved projects and initiatives under the Transport Levy
- Funding must not be applied to programs or projects beyond the scope of the Policy
- Funding must not be applied to initiatives that could be identified as funding 'business as usual' activities and responsibilities of the Department of Transport and Main Roads which would normally occur or be required if the Levy was not in place, except as directed by Council. This includes but is not limited to:
 - Provision of new transport network infrastructure or upgraded existing infrastructure to deal with current or future capacity issues and safety
 - Provision of new services, or the improvement of existing services related to known development proposals or specific milestones
 - Ability to procure improvement through statutory or other mechanisms
 - Improvement of a minor change or an operationally necessary matter.

Policy review

This Policy will be reviewed upon the election of a new Council, or as directed by Council.

Roles and responsibilities

The Mayor and Transport Portfolio Councillors will establish a relationship with the Minister(s) for Transport and Main Roads.

Council staff will establish and maintain an effective working relationship with relevant officers of the Department of Transport and Main Roads and public transport providers.

In taking a "One Network" approach, the Department of Transport and Main Roads is the likely primary partner and external stakeholder.

The wider range of transport roles and responsibilities is outlined in the Integrated Transport Strategy.

Any application of the Transport Futures Fund will be guided by the Transport Futures Fund Plan and applied through a resolution of Council or through a budget review process.

Role	Responsibility
Council	<p>Approves and monitors the Transport Levy Policy, Transport Futures Fund, Transport Futures Fund Plan and associated activities.</p> <p>Local Government is not tasked with managing or operating public transport. This is legislated as a State responsibility and the community would expect this responsibility to continue to be met by the State.</p>
Department of Transport and Main Roads	<p>Plans, integrates and manages the road, rail and bus networks across Queensland through:</p> <ul style="list-style-type: none"> • Translink Division dealing with the current and short-term public transport network and also regulating and managing taxi services, limousine services, ride share services and other transport services

	<ul style="list-style-type: none"> • Policy, Planning and Investment Division dealing with planning for longer term public transport infrastructure and service network, the strategic road network and principal cycle network • Regional offices dealing with local road planning studies and delivery of State transport programs. <p>Plays a role in partnering agree initiatives.</p>
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Chief Executive Officer (CEO)	Presents an annual Transport Levy program through the budget process. Monitors the status and progress of the Transport Levy Program. Reports annually to Council.
Executive Leadership Team (ELT)	Provides advice to the CEO and/or Council on setting the Policy and all proposed changes to the Policy. Provides feedback to the Policy sponsor and Policy holder regarding the scope of approaching reviews.
Director, Sustainable Growth and Planning	Policy sponsor. Approval authority for any minor non-material changes to this policy.
Manager, Urban Growth Projects	Policy holder.
Co-ordinator, Transport Strategy & Policy	Leads the Policy's development, including communication, implementation, review and reporting. Leads development of an annual Transport Levy Program.
Respective Council Group/ Branch/Unit	Implementation of annual Transport Levy Program initiatives will occur in line with the substantive role.

Measurements of success

Measure	Outcome sought
The rate of vehicle registrations compared to the rate of population growth. <small>(Source: Department of Transport and Main Roads)</small>	Gradual decline in the ratio.
The patronage levels of public transport on the Sunshine Coast Regional Council local government area.	Increase in the use of public transport.

Definitions

Refer to Council's Policy Framework for definitions of common terms. The following contains definitions for terms specific to this policy. For otherwise undefined terms, the plain English meaning informs interpretation.

Term	Definition
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Business as usual	Describes all activities within the usual roles and responsibilities by any entity which would normally have occurred, or be required, without the existence of the Levy.
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Appendix

Policy information					
Title	Transport Levy				
Purpose	<p>The Transport Levy Policy (the Policy) is aimed to improving the strategic integrated transport network and supporting its users understanding to travel effectively, efficiently and more sustainably.</p> <p>The Policy, while providing a strong focus on improvement of the public transport system for the Sunshine Coast Regional Council local government area, has an additional element related to securing and supporting the future strategic major transport needs of the Sunshine Coast Regional Council local government area, primarily relating to multi-modal corridors and infrastructure which assist economic activity.</p> <p>The purpose of the Policy is to provide a basis for utilising revenue raised through the Transport Levy (the Levy) on rateable properties in the Sunshine Coast Regional Council (Council).</p>				
Document number	D2023/333860				
Corporate Plan reference	<table border="1"> <tr> <td>Goal Pathway</td> <td>Our Strong Community Connected, resilient communities, with the capacity to respond to local issues</td> </tr> <tr> <td>Service Output</td> <td>Roads, cycleways and pathways</td> </tr> </table>	Goal Pathway	Our Strong Community Connected, resilient communities, with the capacity to respond to local issues	Service Output	Roads, cycleways and pathways
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Service Output	Roads, cycleways and pathways				
Category	Strategic				
Subcategory	Administrative				
Approved					
Approval date					
Effective date					
Review schedule	A full review must be undertaken every four years, and the reviewed document must be provided to highest level approval authority for endorsement. Reviews may occur more regularly as required, having regard to a suitable risk assessment.				
Last review					
Next review					
Policy holder	The Manager responsible for this policy is: Manager, Urban Growth Projects				
Approval authority	<p>Council has authority to endorse material changes.</p> <p>CEO has approval authority for any non-material change to the policy.</p> <p>Relevant Director has authority to approve minor non-material changes.</p>				

Related documents	
Legislation	<p>The following is a listing of legislation which may play a role in the Policy:</p> <ul style="list-style-type: none"> • <i>Local Government Act 2009</i> • <i>Local Government Regulation 2012</i> • <i>Transport Operations (Road Use Management) Act 1995</i> • <i>Traffic Regulation 1962</i> • <i>Transport Operations (Road Use Management—Road Rules) Regulation 2009</i> • <i>Transport Planning and Coordination Act 1994</i> • <i>Transport Planning and Coordination Regulation 2005</i> • <i>Transport Operations (Passenger Transport) Act 1994</i> • <i>Transport Operations (Passenger Transport) Regulation 2005</i> • <i>Transport Operations (Passenger Transport) Standard 2010</i> • <i>Transport Infrastructure Act 1994</i> • <i>Transport Infrastructure (Rail) Regulation 2006</i> • <i>Transport Infrastructure (State-controlled Roads) Regulation 2006</i> • <i>Disability Discrimination Act 1992.</i>
Policy	<p>Internal Documents</p> <ul style="list-style-type: none"> • Integrated Transport Strategy • Transport Futures Fund Plan
Operational documents	<p>Standards</p> <ul style="list-style-type: none"> • Australian Standards – various • Public Transport Infrastructure Manual. <p>External Documents</p> <ul style="list-style-type: none"> • Regional Transport Plan for SEQ (Department of Transport and Main Roads) • Queensland Transport and Roads Investment Program (QTRIP) (updated annually) • Creating Better Connections for Queenslanders (Department of Transport and Main Road) • Southern Sunshine Coast Public Transport Strategy (Department of Transport and Main Roads).

Version Control				
Version	Reason/Trigger	Change	Endorsed/Reviewed by	Date
1.0	Created New Transport Levy Policy 2014 to replace former Public Transport Levy Policy 2012	Yes	Council (OM14/86)	19/06/2014
2.0	Non-material change. (Clarification of treatment of accrued interest related to the Transport Futures Fund)	Yes	Policy Owner	09/02/2015
3.0	Non-material change. (Minor wording and title updating)	Yes	Council (SM16/6)	09/06/2016
3.1	Non-material change. (Updated branding and department names)	No	Corporate Governance	11/01/2017
4.0	Non-material change. (Corporate Plan update)	Yes	Council (OM17/120)	20/07/2017
4.1	Non-material change. (Update organisational arrangements and minor wording)	Yes	Policy Owner	19/03/2018
4.2	Non-material change. (Corporate Plan update and Strategy name change)	Yes	Policy Owner	22/01/2019
5.0	Non-material change. (Corporate Plan update and minor wording)	Yes	Policy Owner	07/05/2020
5.1	Non-material change. (Corporate Plan update and minor wording)	Yes	Policy Owner	16/03/2021
5.2	Non-material change. (Corporate Plan update and minor wording)	Yes	Policy Owner	17/03/2022
5.3	Non-material change. (Updated references to Groups and removal of indicative Five Year Program)	Yes	Policy Owner	16/03/2023
5.4	Non-material change. (Inserted text into new policy template, included more detail in roles and responsibilities section, revised extent of process actions listed for Transport Levy Program development, minor rewording and reformatting)	Yes	Policy Owner	29/04/2024
6.0	<p>Material Change (Amended content of the Guiding principles under the Policy application heading to allocate about 20% of Transport Levy revenue to the Capital Transport Futures Fund for the 2024/25 financial year.</p> <p>Under the same headings include the provision for unspent or uncommitted revenue to be transferred to Transport Levy restricted cash for revenue raised in 2024/25.</p> <p>Under the heading "Activities from which revenue can be used", include an additional dot point stating "Other program initiatives as directed by Council")</p>	Yes	Council (SM24/04)	20/06/2024

7.0	<p>Material Change. (Amended reference to commencement date within the content of the Guiding principles under the Policy application heading. The amended provision seeks to allocate about 15% of Transport Levy revenue to the Transport Futures Fund for the 2025-26 financial year.</p> <p>Under the same heading include the provision for unspent or uncommitted revenue to be transferred to Transport Levy restricted cash for revenue raised from 2024-25.</p> <p>Under the same heading include the provision for Transport Levy restricted cash to be used to support delivery of Transport Levy initiatives.</p>	Yes	Council (SM25/3)	07/07/2025
8.0	<p>Material Change (Amended the following minor rewording under Policy scope to acknowledge the utilisation of the Transport Futures Fund, under Policy Statement additional wording to acknowledge Active Transport as a potential outcome of a desired aim, under Guiding principles wording change to acknowledge that the Transport Levy will cease to provide a revenue contribution to the Transport Futures Fund and that it will continue to direct unspent or unallocated funds to the Transport Futures Fund. Also, minor rewording to acknowledge that a longer planning may be applied when considering investment in the Transport Futures Fund. Additional dot points under activities to include the investment in active transport links and supportive infrastructure to enable the development of an integrated transport network that supports the use of public transport and active transport and works to support The Wave.</p>	Yes		