



## Strategic Policy Transport Levy 2016

Corporate Plan Reference:	<ol style="list-style-type: none"> <li>1. <b>A New Economy</b> – Providing the regional policy, regulatory settings and identity that shape a globally competitive economy                         <ol style="list-style-type: none"> <li>1.2 New capital investment in the region</li> <li>1.2.3 Pursue commitments from other levels of government to progress significant regional infrastructure priorities.</li> </ol> </li> <li>2. <b>A Strong Community</b> – Supporting an engaged, resilient and inclusive community that embraces diversity                         <ol style="list-style-type: none"> <li>2.4 People and places are connected                                 <ol style="list-style-type: none"> <li>2.4.2 Improve accessibility within and between communities.</li> <li>2.4.4 Continue to deliver the <i>Sustainable Transport Strategy 2011-2031</i> and <i>Active Transport Plan 2011-2031</i></li> <li>2.4.5 Progress and deliver major road infrastructure projects.</li> </ol> </li> </ol> </li> </ol>
Endorsed by Council on:	19 June 2014
Policy Owner and Department:	Manager Transport and Infrastructure Policy, Planning and Environment

### BACKGROUND

The Transport Levy Policy ("Policy") is aimed to improving the strategic transport network and supporting its users. The Transport Levy Policy, while providing a strong focus on improvement of the public transport system for the Sunshine Coast, has an additional element related to securing and supporting the future strategic major transport needs of the Sunshine Coast, primarily relating to multi-modal corridors and infrastructure which assist economic activity.

### POLICY PURPOSE

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

### POLICY OUTCOMES

This Policy provides guidance to ensure the effective allocation of revenue raised from a Transport Levy.

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

This 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 which facilitate:

- Policy development;
- Improved advocacy capacity;

- Delivering catalyst projects with economic development potential;
- Directing 'seed funding' to attract improved and earlier transport investment by the State; and
- Partnering the delivery of mutually beneficial transport projects.

The outcomes of this policy include:

- Utilising transport 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 State and Federal Government transport network investments, or bringing forward of investments, to attract State and Federal funding;
- Enabling Council to enter into partnerships with the State Government, and potentially third party interests, to jointly fund selected eligible transport infrastructure and services;
- 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; and
- Building a transport futures fund directed at achieving long term multi-modal transport infrastructure outcomes.

## **POLICY SCOPE**

This policy:

- Complements Council's vision for the Sunshine Coast to be Australia's most sustainable region;
- Supports the objectives of the *Sustainable Transport Strategy 2011-2031*;
- Applies to any new or continuing initiative that is funded with revenue from the Transport Levy;
- Applies to all councillors, Council staff, contractors and others that are associated with any existing or new transport levy initiatives;
- Supports multi-modal transport corridor planning and development providing for the future transport needs of the Sunshine Coast 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;
- Look to leverage outcomes related to major non-road 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;
- Enables Council to create a 'Transport Futures Fund' to apply strategically and with a focus on the light rail initiative;
- Enables ready reaction to emerging issues;
- Seeks modal shift from private cars to public transport;

- Allows Council to be approached by external agencies, institutions and partners offering significant opportunities for consideration; and
- Applies to external agencies, institutions and partners to the extent possible.

## **POLICY STATEMENT**

Sunshine Coast Council recognises the important role of all transport modes in providing for the movement of people and goods, thereby creating an economically viable and sustainable region. This commitment is demonstrated by activity through this levy and will assist in ensuring the Sunshine Coast is provided with sustainable travel choices and is able to cope with expected growth.

The State Government co-ordinates and delivers State roads, public transport (rail, bus, etc) and strategic cycle networks throughout Queensland through various Divisions of the Department of Transport and Main Roads (DTMR). Council expects the State to meet this role and the associated responsibilities but would consider providing ancillary support.

Council has a role in the local road, pedestrian and cycle networks predominantly. It is not intended for the Transport Levy to be linked directly to established transport programs financed through existing funding streams and mechanisms, except as indicated by the policy or as resolved by Council.

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

The transition of people using cars to using more sustainable transport modes of travel (public and active transport) for some of their journeys, as growth continues, is necessary. This will help utilize 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 peak oil related travel impacts.

Resources and actions are primarily directed to purely local government and community outcomes. However, Sunshine Coast Regional 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 direct community benefit.

The policy should not replace what can realistically be achieved through the effective use of existing revenues and mechanisms for effective land use planning and its integration with multi-modal transport solutions.

Potential examples of outcomes of the desired aims are:

- Roads – bring-forward selected beneficial multi-modal projects/initiatives with the State, solely by Council or with development, and
- Public Transport – improvements to infrastructure, services, stops, user systems, information systems, priority works

## **GUIDING PRINCIPLES**

All revenue collected from the Transport Levy will be allocated to infrastructure, service improvement projects and initiatives and a Transport Futures Fund, in line with an indicative Five Year Program. Any unspent or uncommitted revenue raised each year identified at financial year's end (excluding valid commitments attracting carryover approval) will be transferred into the Transport Futures Fund.

All revenue collected will be accounted for separately to ensure that established guidelines 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, with accrued interest on funds held in the Transport Futures Fund remaining with the Transport Futures Fund.

An indicative Five Year Program will be developed containing infrastructure, services and other initiative categories. It should contain a generic outline of the types of projects or categories, expected timeframes, the proposed budget or its expected indicative cost. A high level indicative Five Year Program will be incorporated as part of the annual Budget process and be used as a guide. A longer planning horizon will be applied when considering investing in a Transport Futures Fund.

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

- Investing in major transport works 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;
- Contributing to trial flexible public transport services to meet specific community needs (subject to investigation, demonstration of value for money, consideration of other benefits, and approvals);
- Supporting DTMR, and specifically its TransLink Division, with meeting Disability Discrimination Act, (DDA) compliance in relation to kerbside public transport infrastructure assigned as Council assets;
- Take advantage of other activities benefitting public transport by supporting issues such as roll out of real time information, education material, etc.;
- Advancing selected investigations to bring forward beneficial strategic transport outcomes on the Sunshine Coast (includes light rail);
- Working in partnership with DTMR to bring forward infrastructure improvements giving public transport an advantage (priority measures) on State roads and corridors, such as queue jumps and green links which have local benefit;
- Selected major planned multi-modal infrastructure improvements which have a significant economic and community benefit; and
- Transport network improvements related to maximizing the use of the existing network, providing greater capacity, adding resilience and limiting delays while maintaining safety. This may include network connectivity improvement works;
- Assist with strategies and actions to improve transport outcomes for specific eligible events;
- Generally, investments in selected travel behaviour programs to improve economic outcomes and increased public transport patronage on the Sunshine Coast;
- The establishment of a 'Transport Futures Fund' to focus on the light rail initiative and to target specific strategic, long term, staged, transport projects which secure the transport needs of the Sunshine Coast; and
- Provision of short term (project based) resources to specifically plan, develop or deliver approved projects and initiatives under the Levy.

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 this policy;

- Funding must not be applied to initiatives that could be identified as funding 'business as usual' activities by DTMR which would normally occur or be required if the Levy was not in place, except as directed by Council. This also includes the:
  - 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; and
  - improvement of a minor change or an operationally necessary matter.

## **ROLES AND RESPONSIBILITIES**

Council as a 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 be met.

Council will set and monitor the Transport Levy Policy and associated activities.

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

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

### **Implementation responsibility**

An indicative Five Year Program and a longer term plan relating to a Transport Futures Fund are to be developed and managed through the Planning and Environment Department with input from Infrastructure Services Department.

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.

Implementation of annual initiatives will occur in line with the substantive role of the respective Council Department or under direction, as appropriate.

### **Implementation guidelines**

Projects and initiatives approved for funding under the Transport Levy should conform to the guiding principles of this Policy. Additionally they should conform to any existing business policy or specifically introduced guidelines to apply across all or to specific projects.

The amount of the Levy and its method of application will be determined through the annual budget process. The status of the Levy will be reported at least annually to Council and overall progress monitored by the Chief Executive Officer.

An indicative Five Year Program will be:

- developed and reviewed annually, to ensure the transport infrastructure and services improvements needs of the Sunshine Coast is being best served;
- incorporated with budget papers/submissions; and
- reviewed annually as part of the Council budget cycle or as directed to ensure the Policy outcomes remain in focus.

Recognise and promote the results of the Levy through effective signing of infrastructure projects and services.

### **Communications**

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

## Review

This Policy will be reviewed in line with all policies upon the election of a new Council, every four years or as directed by Council.

## MEASUREMENT OF SUCCESS

A reduced rate of vehicle registrations compared to the rate of population growth.

Increased patronage levels of public transport on the Sunshine Coast.

Successfully partnered transport projects between Council and the State Government

Improved funding levels for future multi-modal transport infrastructure improvements on the Sunshine Coast.

Progress toward meeting the requirements of the Disability Standards for Accessible Public Transport under the Disability Discrimination Act 1992 which sets the following timelines by which all bus stops are required to comply:

- 31 Dec 2107 – 90% of bus stops, and
- 31 Dec 2022 – 100% of bus stops.

Improvements to public transport services in terms of coverage of urban residential areas.

## DEFINITIONS

Department of Transport and Main Roads (DTMR) – plans, integrates and manages the road, rail and bus networks across Queensland through:

- TransLink Division dealing with the current and short term public transport network and also regulates and manages taxi services, limousine services and other transport services
- Policy, Planning and Investment Division dealing with planning for longer term public transport infrastructure and service network as well as the strategic road network
- Regional Offices dealing with local road planning studies and delivery of State transport programs

Business as usual – describes all activities through the usual roles and responsibilities by any entity which would normally have occurred, or be required, without the existence of the levy.

## RELATED POLICIES AND LEGISLATION

### Legislation

The following is a listing of legislation which may play a role in this policy:

- Local Government Act 2009
- Local Government Regulation 2012
- Transport Operations (Road Use Management) Act 1995
- Traffic Regulation 1962
- Transport Operations (Road Use Management—Road Rules) Regulation 2009
- Transport Planning and Coordination Act 1994
- Transport Planning and Coordination Regulation 2005
- Transport Operations (Passenger Transport) Act 1994
- Transport Operations (Passenger Transport) Regulation 2005
- Transport Operations (Passenger Transport) Standard 2010
- Transport Infrastructure Act 1994

- Transport Infrastructure (Rail) Regulation 2006
- Transport Infrastructure (State-controlled Roads) Regulation 2006
- Disability Discrimination Act 1992

**Standards**

- Australian Standards – various
- Public Transport Infrastructure Manual

**Internal Documents** (include)

- Sustainable Transport Strategy 2011-2031
- Indicative 5 Year Transport Levy Program (annually reviewed)
- Transport Futures Fund Plan (when adopted)
- Expenditure Guidelines (when developed)

Version control:

Version	Reason/ Trigger	Change (Y/N)	Endorsed/ Reviewed by	Date
1.0	Create new Transport Levy Policy 2014		OM14/86	19 June 2014
2.0	Non-material change. [Clarification of treatment of accrued interest related to the Transport Futures Fund.]	Y	Policy Owner	9 February 2015
3.0	Present to new 2016 Council for endorsement. Non-material change. [Minor wording and title updating]			

