

**Infrastructure Committee  
9 August 2018**

**Report for Agenda Item: 1**

**Department: Property & Infrastructure**

**Transport Improvements Fund**

**Purpose**

The purpose of this report is to note the transfer of surplus 2017/18 funds from the Parking Facilities budget to the Transport Improvement Fund and to approve the reallocation of this budget across three new LTP 2018/19 projects for public transport infrastructure and associated works.

**Recommendation**

That Council:

1. **Note** the contents of this report;
2. **Approve** the budget to be allocated to the Transport Improvement Fund and its identified projects, being:
  - a. Public Transport Minor Infrastructure
  - b. Transport Information – Website
  - c. Transport Information – Network Mapping

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26/07/2018

Reviewed and Authorised by:



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26/07/2018

**Background**

- 1 The Council approved Queenstown Town Centre Transport Strategy 2015 identified that as an outcome from the various implementations, including a review of the parking changes, a fund could be set up to add further encouragement to modal shift.

- 2 This fund would be established with the proceeds from parking charges in Queenstown and would be made available to provide a subsidy to the Public Transport service but also to provide for infrastructure and information associated with modal improvements. The level of this fund could not be known specifically until after the end of the first year of operation.
- 3 Three projects have already been initiated in anticipation of this funding utilising internal resources as far as possible:
  - a. Transport Information – Network Mapping. In order to inform Council and external agencies' transport planning, as well as a vastly improved level of information for the general public, all transport networks are being mapped together. The GIS team have provided improved aerial mapping as a backdrop, and field verification is underway to confirm fine grain details, down to individual parking spaces. This project is focussed around the main centres of Queenstown, Frankton and Wanaka initially, but will be expanded to cover the entire district.
  - b. Transport Information – Website. The Council webpage has been out of date and confusing for all transport users for some time. Again, starting by using internal sources as far as possible, improved mapping, updated parking information and external and internal links, will be available to all users. Additional external resources may be needed to import more real time information.
  - c. Public Transport Minor Infrastructure. As indicated in the report to full Council on 3 May 2018<sup>1</sup>, the remaining funds, and any unspent sums from the two other projects will be allocated to improving facilities for public transport users. This is mainly to provide suitable shelters, complete with seating, ski racks, bike racks and where appropriate litter bins and lighting. This will start with new provisions, and subject to available funds provide an upgrade to the existing stock which is of a variable standard.

### **Comment**

- 4 The provision of this fund will produce variable amounts in the future. These projects are timed to align with the 2018 / 2019 financial year and the opportunity for further work will be identified in the last quarter to ascertain if more is required, or whether this work can be fed back into the minor improvements or maintenance workstreams.
- 5 The status of the budget at the end of the recent financial year is shown at Attachment A. The Parking Facilities activity covers the cost and revenue of providing parking facilities as well as QLDC's contribution to public transport (\$600k pa).
- 6 Parking revenues are up by \$974k for the year; this includes both on street & off street as well as rentals. Costs are marginally up by \$53k. Overall this is ahead of budget by \$921k.

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<sup>1</sup> Agenda Item 8, Public Transport Infrastructure, Queenstown Lakes District Council 3 May 2018

- 7 This means that the surplus available to be transferred to the Transport Improvements Fund is around \$1.2m. This fund is to be used to upgrade public transport infrastructure projects 18/19.
- 8 The split initially will be:
- a. Transport Information - Network Mapping - \$200,000 (Opex)
  - b. Transport Information – Website \$50,000 (Opex)
  - c. Public Transport Minor Infrastructure - \$950,000 (Capex)

### Options

- 9 Option 1: Reject the request and do nothing.

*Advantages:*

- 10 The funds will be held until a time when other transport improvement projects are identified.

*Disadvantages:*

- 11 The momentum of the mode shift will be adversely affected.
- 12 Information sources will remain limited.
- 13 Use of the public transport service may decline leading to the acceleration of congestion and reduced travel time reliability.
- 14 Option 2: Approve the request and allocate the funds to the Transport Improvements Fund projects.

*Advantages:*

- 15 Momentum for the mode shift is maintained.
- 16 Current improvements in traffic and parking are maintained.
- 17 Customer satisfaction in Council services and Public Transport are increased.

*Disadvantages:*

- 18 The funds will be held until a time when other transport improvement projects are identified.
- 19 This report recommends **Option 2** to ensure that QLDC maintains the momentum of the mode shift and uptake in public transport services.
- 20 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy.
- 21 This matter relates to strategic risk SR1 Current and future development needs of the community, as documented in the Council's Risk Register. The risk is classed

as low. This matter relates to this risk because the change to the community if approved, will be positive.

22 The recommended option considered above mitigates the risk by treating the risk – through ongoing improvements to levels of service.

### **Financial Implications**

23 The financial implications are detailed above.

### **Council Policies, Strategies and Bylaws**

24 The following Council policies, strategies and bylaws were considered:

- Queenstown Town Centre Transport Strategy
- Queenstown Town Centre Masterplan
- Queenstown Integrated Transport Strategy

25 The recommended option is consistent with the principles set out in the named policy/policies.

26 This matter is included in the 10-Year Plan/Annual Plan as part of the ongoing Masterplans in Queenstown and Frankton.

### **Local Government Act 2002 Purpose Provisions**

27 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by having a robust business case supporting the investment;
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

### **Consultation: Community Views and Preferences**

28 The persons who are affected by or interested in this matter are Queenstown residents, visitors, business owners and operators. Consultation has already occurred through the Queenstown Town Centre Transport Strategy.

### **Attachments**

A Parking Facilities Budget 2017 – 2018

## Attachment A: Parking Facilities Budget 2017 - 2018

<b>Parking Facilities</b>			
YTD Jun 18			
	YTD	YTD	YTD
	Actual	Budget	Var
1400 - Lease rent incl.	(659,646)	(526,691)	132,955
1553 - Park fee Temp	(209)	0	209
1600 - Park fees & per	(1,934,689)	(1,058,739)	875,950
1621 - Commission	239,829	206,100	(33,729)
1622 - Parking rental	(39,044)	(58,437)	(19,393)
1699 - Sundry incl. UC	(7,252)	0	7,252
1902 - Insurance recovery	(9,367)	0	9,367
1999 - Other Income	(1,205)	0	1,205
	(2,411,583)	(1,437,767)	973,816
2001 – Depreciation	146,903	146,603	(300)
2140 - Prov Dbfl Debt	0	0	0
2312 - Ins prem other	11,683	11,683	0
2330 - Electricity	18,139	17,284	(855)
2334 - Rates - own ORC	6,602	4,069	(2,534)
2335 - Rates – own QLDC	85,073	85,299	225
2405 - Transport Sub	600,000	600,000	0
2460 - Bank fees	31,235	12,600	(18,635)
2461 - Sundry exp	435	0	(435)
2521 - Plant Maint.	189,635	162,428	(27,207)
2756 - Park Ctl Temp	3,000	0	(3,000)
3050 - Overhead alloc	46,344	46,344	0
	1,139,048	1,086,309	(52,740)
<b>Surplus</b>	<b>(1,272,535)</b>	<b>(351,459)</b>	<b>921,076</b>