

"Working Together"

REGIONS - PARTNERSHIPS
COMMUNITIES - ALLIANCES

Project Delivery and Partnerships

Gary Murphy

IPWEAQ
2003 STATE CONFERENCE
MACKAY



SUNDAY 5 — FRIDAY 10 OCTOBER 2003
WINDMILL MOTEL & RECEPTION CENTRE

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PROJECT DELIVERY AND PARTNERSHIPS

Local Government, State Government, Key Stakeholders and
Community:

Working in partnership to deliver planned outcomes.

Gary Murphy
Executive Manager Civil Operations
Livingstone Shire Council



BACKGROUND

- 1992 Local Transport Plan identified need for alternate routes west of Yeppoon
- No infrastructure charging regime implemented to create reserve for future provision
- Development NOT managed to retain identified corridors for alternate routes
- New IPA compliant Planning Scheme under development and significant issues with 'out of sequence' development arising
- Development of the Capricorn Integrated Regional Transport Plan commenced



IMPACTING ISSUES

- 6% population growth in coastal areas
- Heavy vehicle movements (particularly B doubles) along beachfront in Tourist/Commercial Precinct increasing
- Transport movements to railhead via tourist, residential and commercial area
- Council capacity to finance any strategy
- Need to link Planning Scheme to infrastructure provision
- 300% planned expansion of forestry operations over 20 years
- Storm surge on headlands
- Community agitation



PROCESS

- Identify potential partners (champions)
 - Livingstone Shire Council
 - State Government
 - Queensland Transport (IRTP's, rail)
 - Main Roads (potential future route owner)
 - Queensland Rail
 - DPI Forestry
 - Primary Producers
 - Department of Local Government & Planning
 - Department of State Development



PROCESS cont'

2. Meet and Greet with Partners

- SWOT analysis on alternate route concept
- Development of Position Paper for partners
- Strategy development for further investigation
- Funding proposal for further investigation

→ Yeppoon Transport Options Study

Equally Funded by LSC, Main Roads and QT



YEPPOON TRANSPORT OPTIONS STUDY (YTOS)

- Transport and freight task options identified
- Multicriteria and cost benefit assessment models created
- Future use of rail assessed
- Alternative road roads assessed
- Assess options against Multicriteria model
- Multimodal transport facility assessment

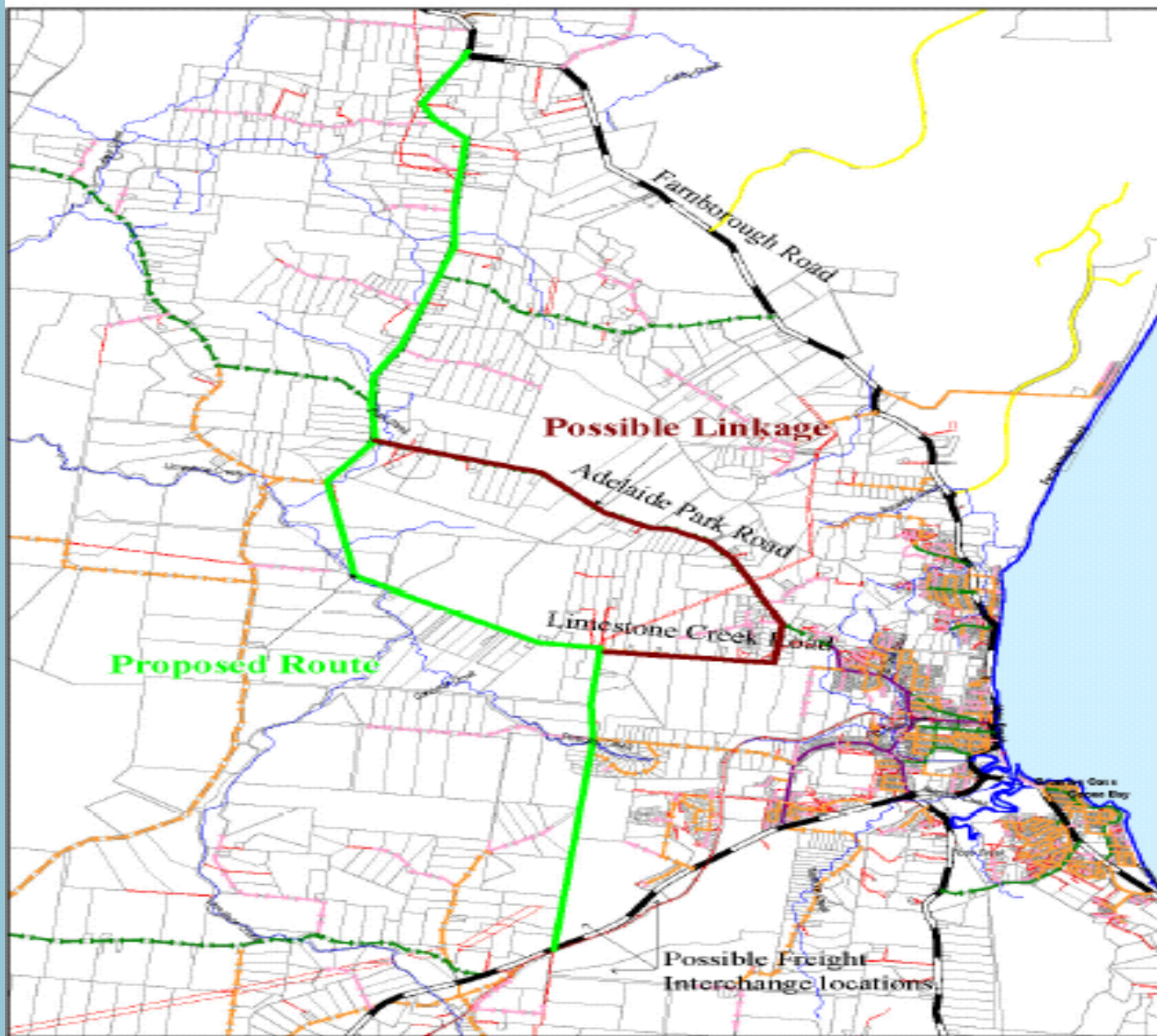


'YTOS' OUTCOMES

- Rail freight operations not recouping cost of line and services
- Rail yards in CBD constraining future development
- Potential alternate routes identified
- Options to stage works as demand increases
- Multimodal freight transfer facility required away from existing facility
- Community engagement commenced on issues and strategies







STAGE 2

- Partners commit to providing information needed to progress outcomes of YTOS
- Additional funding provided
- Each partner to investigate issues arising from outcomes of YTOS for report back to Taskforce

→ Yeppoon Multimodal Freight Facility Investigation



PROCESS cont'

- Yeppoon Multimodal Freight Facility Investigation completed
 - provided a blueprint for a multimodal facility
 - Identified potential sites
 - Assessed potential sites
 - Confirmed requirements of stakeholders



STAGE 3

Where to Next?

A Concept?

A Name?

Who will write it?



YEPPON RAIL YARDS/COMMERCIAL PRECINCT CONCEPT

URBAN DESIGN CONCEPT FOR RAILYARDS

- Relocate existing facilities to new multimodal facility
- Revitalise CBD
- Alternate uses for railway station
- Aggregation of State land (QT & QR)
- Performance based specification for land disposal by state
- Best outcome for all partners





Figure 4 - Current Land Ownership/ Control









IPWEAQ 2003 Conference

Working Together





**LIVINGSTONE
SHIRE COUNCIL**
FROM THE BUSH TO THE BAYS

Capricorn Coast Integrated Development Proposal

submission to queensland state government . july 2003



SUPPORTING DOCUMENTS

- DRAFT CAP IRTP
- YTOS
- YEPPON CIVIC CENTRE PRECINCT REPORT
- MULTIMODAL FREIGHT INVESTIGATION
- IPA PLANNING SCHEME
- OPEN SPACE AND RECREATION PLAN



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Yeppoon Commercial Precinct - Option 2

