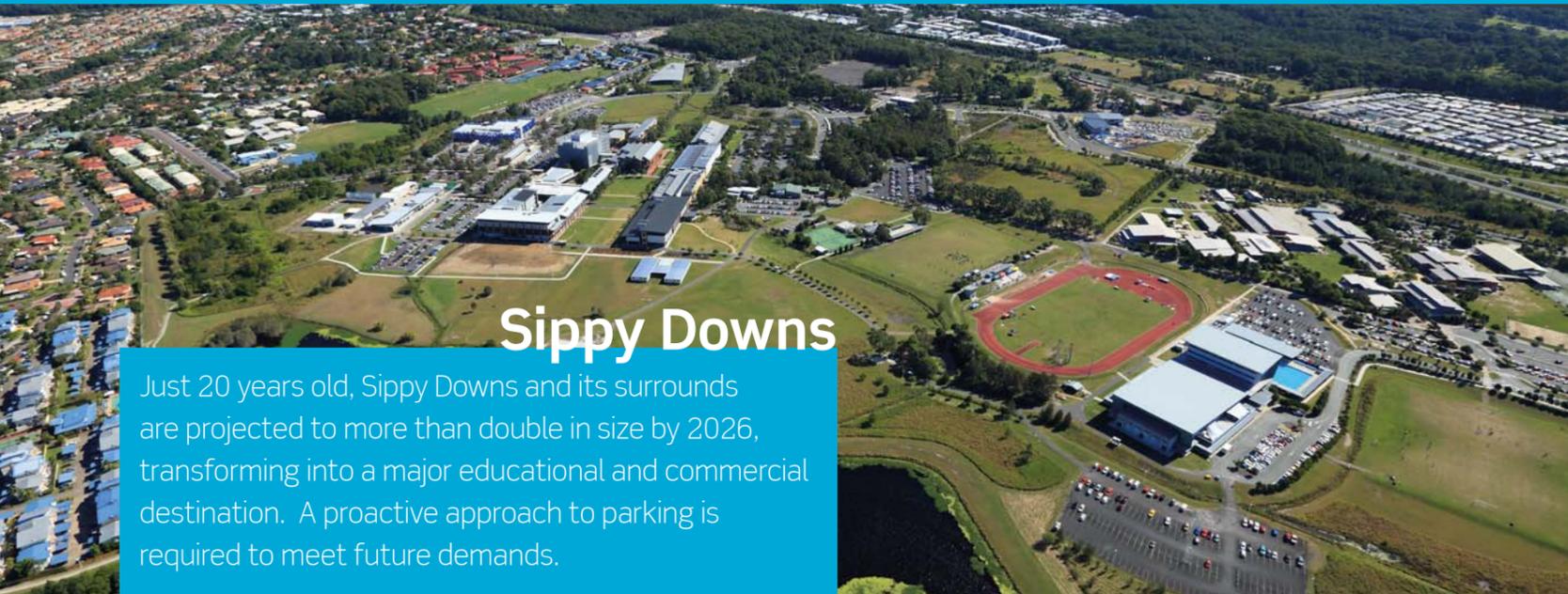


Sippy Downs parking Context and overview



Sippy Downs

Just 20 years old, Sippy Downs and its surrounds are projected to more than double in size by 2026, transforming into a major educational and commercial destination. A proactive approach to parking is required to meet future demands.

KEY ISSUES

Parking demand in Sippy Downs is currently driven by the academic calendar of the University of the Sunshine Coast and schools. The current public and private parking arrangement is sufficient for existing demand. Public on-street parking will remain a low proportion of the total current and future parking.

The new town centre will need to cater for its generated parking demand.

University spillover

The primary parking issue currently relates to the University. The emerging town centre and its interaction with the University is a coming challenge.

The existing bus station, introduction of paid parking at the University and its master plan for growth, allow the University to manage parking demand fluctuations. Future University parking demand will be managed by the campus master plan to reduce spillover. The town centre parking demand will interact with the University.

Scholars Drive

On-street parking along Scholars Drive accommodates the well-known spill over caused by the University accommodation and the Chancellor State School traffic, which met the relevant State Government legislative requirements at the time of approval. However, council acknowledges the current growth pressures in the precinct and the need to continue to look at parking alternatives with various key stakeholders to provide future parking solutions.

Chancellor State College spillover

Chancellor State College has reached maximum student capacity. Short term access and parking issues arise at school start and end times. Parking outside these times is adequate.

Variable demand

A significant reduction in parking demands can be observed during the semester breaks associated with the academic calendar of the University and schools.

Emerging town centre

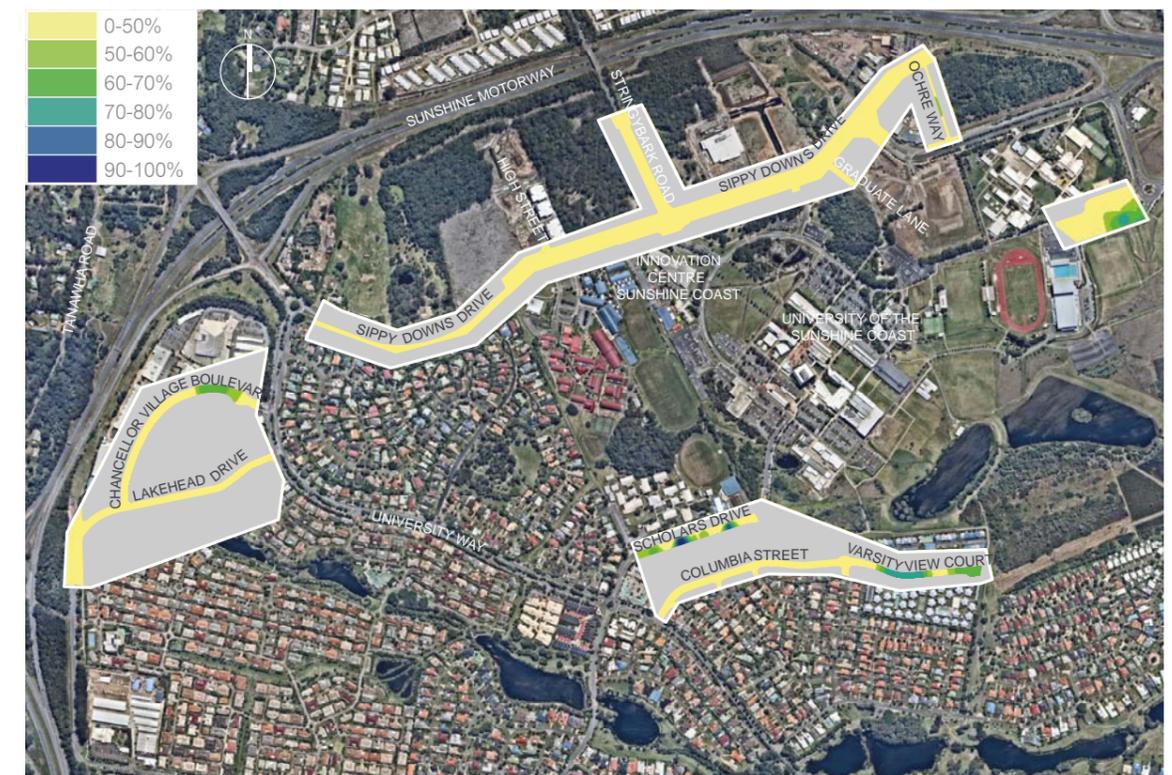
The Sippy Downs town centre will be the largest parking demand generator in the future. Over time, the employment opportunities and services offered will attract additional customers, adding to overall parking demand.

New roads constructed to support the Sippy Downs town centre will add approximately 600 public on-street parking bays.

Time limited paid parking will apply to public parking in the town centre core and business and technology precincts. The majority of parking will be private on-site parking, provided as part of development. The master plan proposes a consolidated private parking facility to fulfil a variety of needs through shared parking.



Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Sippy Downs

Sippy Downs and its adjacent areas are to experience significant growth in the coming years. The new town centre and surrounds will eventually accommodate education, commercial, retail, innovation and residential uses. A range of short and medium term initiatives are proposed to the parking arrangements for the area.

PARKING STRATEGY

- Introduce time limited paid parking in and adjacent to the new town centre
- Investigate and implement value for money technologies to optimise local parking management in the new town centre
- Introduce regular enforcement in line with time-restricted parking
- Ensure new development meets parking requirements under the planning scheme
- Limited implementation of resident parking permit scheme to support local residents that meet permit criteria

BENEFITS

- Aligns parking infrastructure and the emergence of the Sippy Downs town centre
- Keep pace with projected population, economic activity and University expansion
- Promotes local amenity and a quality urban environment
- Enables Sippy Downs to function as a key regional destination and economic centre
- Improves management of parking spillover from the University into surrounding residential streets
- Encourages sustainable travel choices
- Increases council's flexibility and ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

Ongoing monitoring in Sippy Downs will be necessary to identify trends and actions, and ensure expected outcomes for parking are being achieved. The following actions will occur as required or on a regular repetitive basis.

- Review and, if required, amend parking area and permit holder bays associated with the short-term parking area at Chancellor State College
- Limited introduction of a residential parking permit scheme to Sippy Downs Drive Service Road and other locations, based on demonstrated evidence of impacts to local residents with no available alternative
- Regular enforcement in alignment with the introduction of time-restricted parking
- Incorporate value-for-money technology in line with the integrated parking system including smart parking meters
- Advocate to the State for improved public transport to, from and within Sippy Downs to reduce parking demand
- Ensure development provides off-street parking in line with planning scheme parking rates to meet its generated demands
- Create a parking map for the Sippy Downs town centre to enhance user legibility
- Monitor parking use in Sippy Downs to reveal parking behaviour and emerging trend.

TARGETED ACTIONS

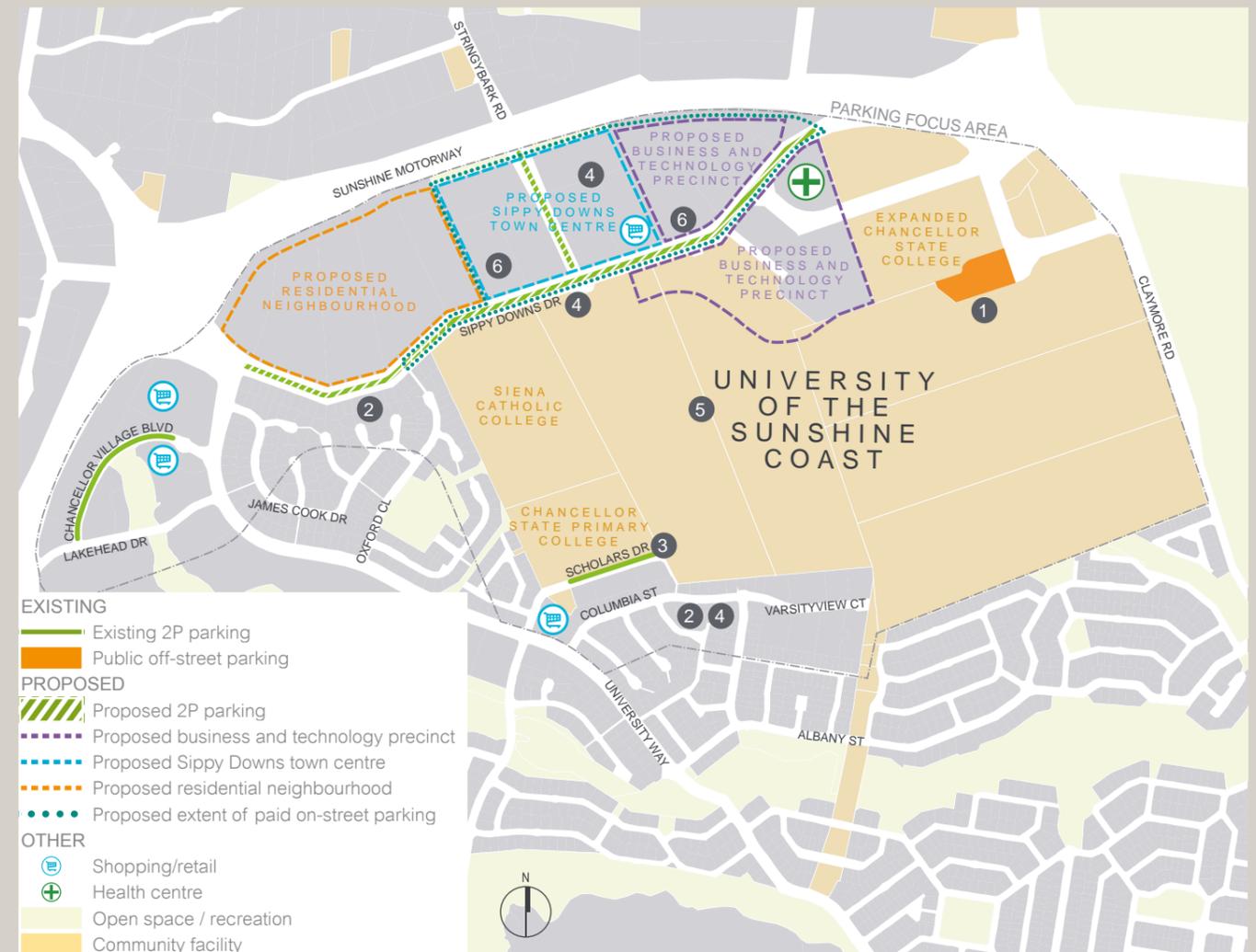
The current public on-street parking arrangements will continue for some time into the future. Changes will be subject to isolated operational needs, including a response to inappropriate behaviours or land use changes. Interventions may be necessary as development and time progress in line with the projected future growth of the area.

Short term (1-5 years)

- Increase enforcement to ensure 2P bay turnover to ease traffic congestion at Chancellor State College
- Introduce 2P parking in the Sippy Downs town centre during early development
- Review and amend where necessary the existing time limits of the school frontage at Scholars Drive to ensure short term parking restrictions are applied appropriately and reflect the academic calendar
- Introduce 2P parking along Sippy Downs Drive, Sippy Downs Drive Service Road and Stringybark Road
- If warranted, consider introduction of 2P parking on part of Columbia Street
- Explore opportunities with the University for park and ride on its site for major events to use the bus station
- Complete active transport links to promote sustainable travel behaviour between adjacent areas within the suburb
- Introduce 2P paid, on-street parking as roads are constructed in the Sippy Downs town centre.

Medium to long term (5+ years)

- Introduce 2P paid on-street parking in the Sippy Downs town centre core and business and technology precincts
- Introduce use-restricted bays in the Sippy Downs town centre based on demonstrated need.



Parking actions - Sippy Downs