



Caloundra

Car parking plays an important role in keeping the Sunshine Coast accessible. Ongoing growth in and around Caloundra is expected to lead to a 21% increase in population by 2026. A range of short and medium term changes are proposed to the parking arrangements for the area. Visitors add to parking demand.

KEY ISSUES

While parking availability in Caloundra is generally adequate, high demand 'hot spots' have been observed in some areas with periods of intense activity.

Duration of stay

For the public on-street parking in the CBD, 80-85% of vehicles stayed for 2 hours or less, whether it was a weekday or a Saturday across the year.

The core area of Kings Beach sees 60-75% staying 2 hours or less while only between 15 and 25% stay 4 hours or longer across the year.

The lack of long term stays in on-street public parking indicates that the off-street parking is dealing with this segment.

Central Caloundra Business District (CBD) precinct

The CBD precinct has just under 1300 public on and off-street parking bays and almost 900 private parking bays (non-residential).

Survey data shows limited overstay in the time restricted parking, possibly reflecting enforcement regimes.

The Caloundra Centre Master Plan was adopted in March 2017. This Plan identifies opportunities for potential new off-street public parking as part of the redevelopment.

Variable demand

Different areas within Caloundra experience high variation in parking demand. Fluctuations depend on the day of the week, seasonal periods or peak holiday periods. Commercial areas have highest parking demand on weekdays, while recreation areas have highest parking demand on weekends.

Depending on location, considerable variation (10% to 50%) exists between low and high parking periods through the year. Kings Beach, for example, has an up to 100% increase in parking demand between low and high periods of the year.

Overall peak occupancy of paid parking and all 2P parking in the CBD, varies between 60%-80%. Paid parking bays are used as much or more than the surrounding 2P bays as people are prepared to pay for greater convenience.

Some public parking shows a continued high occupancy, but also a relatively short duration of stay.

Pressure points

The adjacent figures indicate the typical peak occupancy at various destinations across the area. The level of public parking occupancy reduces quickly with distance from the CBD, coastline and Government precinct.

Future road corridor improvements may require the removal of a limited number of on-street parking bays to support additional traffic capacity, particularly near intersections.

The immediate proximity of commercial business areas and medium to high residential areas creates some localised CBD parking spillover into residential areas.

Strategic issues

The following higher-level strategic issues that impact the effectiveness of parking infrastructure have been identified:

- Public transport connections between other centres exist, but mobility within Caloundra is limited.
- Existing active transport connections are reasonable, but not complete or clearly identifiable, limiting permeability.
- Existing parking meters are not compatible with a modern parking system which should provide ease of use, payment options, efficient enforcement outcomes and data collection.
- Multi-storey parking facilities are observed to have remaining capacity despite proximity to parking hotspots and being free.
- Development must continue to play its role in providing parking for its use.

Quantity

The estimated parking consists of:

- Public on and off-street parking – about 4000 bays of which only about 800 are time restricted including about 350 paid time restricted bays.
- Non-residential private off-street parking – about 3000 bays.



Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

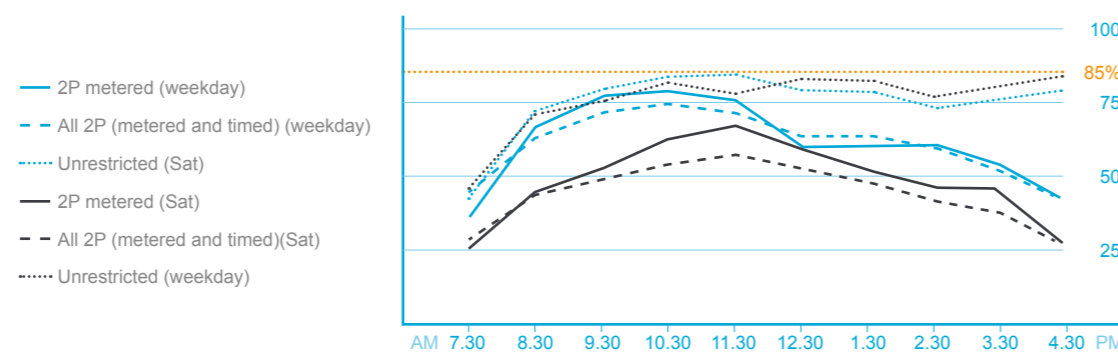
Aerial imagery supplied by Nearmap



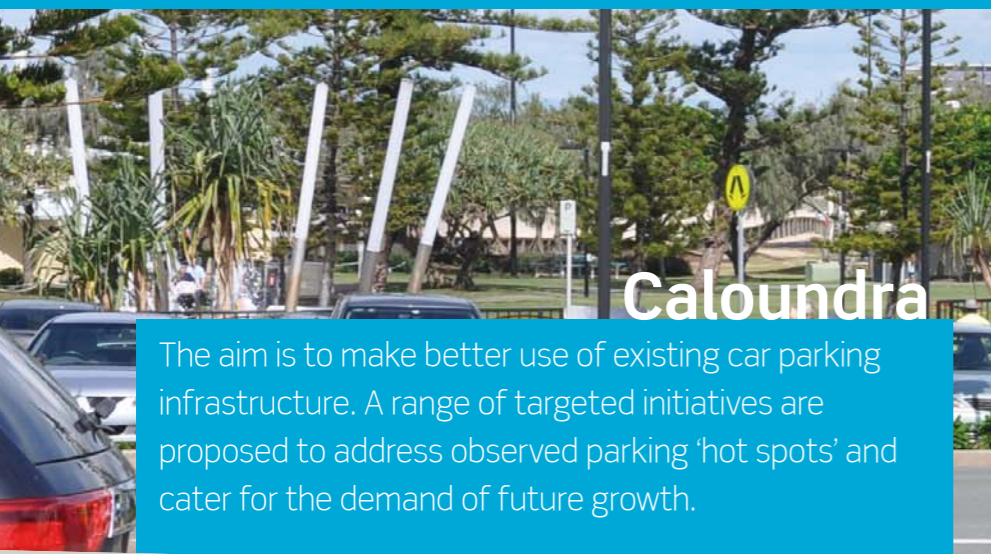
2016 to 2026 population estimates

+2137 (Total 12,444)

Data reflects the combined growth figures for the combined area of Caloundra, Kings Beach, Moffat Beach and Shelly Beach.



Caloundra CBD daily occupancy fluctuations



Caloundra

The aim is to make better use of existing car parking infrastructure. A range of targeted initiatives are proposed to address observed parking 'hot spots' and cater for the demand of future growth.

PARKING STRATEGY

Expand the paid parking area in the central Caloundra precinct to support commercial activity as necessary

Investigate and implement value for money technologies to optimise local parking management including the replacement of parking meters

Introduce some short term parking in high demand locations to support turnover in key destinations including hospital and beach activity areas

Promote use of existing off-street parking sites and explore future expansion potential or new sites to meet growth

Track parking measures, emerging demographics and trends to inform decision-making

BENEFITS

Consolidated parking facilities are an efficient use of space and assist users in finding parking spaces

Greater turnover and availability of parking in high activity commercial areas

Ease of parking through increased legibility and intelligent parking information

Cater for projected future demands to support economic growth balanced with more sustainable travel choices

Manage parking spillover from high-use areas into residential streets

Encourages return visits

Increases council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

Parking demand in the Caloundra area will continue to grow, but most will be concentrated around specific locations/destinations. In order to best reduce the impacts of this demand, the following actions will occur:

- Review and update parking signage and line marking where necessary to assist user legibility
- Improve the awareness and use of off-street car parks in the central Caloundra area, particularly the multi-storey car park facilities
- Advocate to TransLink for new and improved public transport services (local shuttle service) within Caloundra and surrounding areas to reduce parking demand
- Engage with property owners to ensure private off-street parking remains available and accessible
- Monitor parking use in Caloundra to reveal parking behaviour and emerging trends
- Promote travel choice options (public transport, cycling and walking) which reduce parking demand
- Investigate and implement options for temporary parking to assist with demand during peak holiday periods or events
- Council will continue to require new development to provide for its own parking demand in accordance with the Sunshine Coast Planning Scheme
- Promote the use of available parking in and around Central Park during peak periods and events.

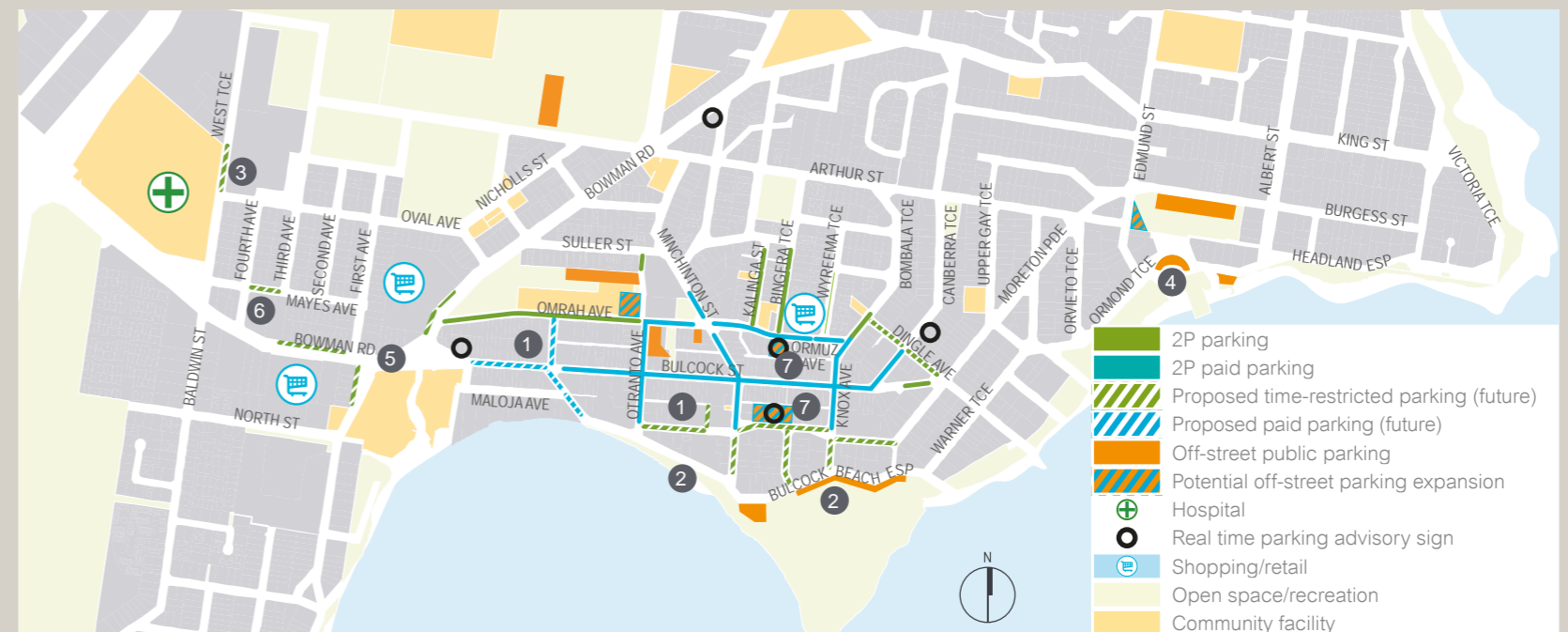
TARGETED ACTIONS

Parking arrangements in Caloundra are catering for current demands with some capacity to cater for future needs. However, if existing trends continue, intervention will be required.

Specific areas within Caloundra have been identified as experiencing a higher concentration of parking demand. The following interventions are to be implemented over the course of 10 years in order to manage these impacts.

Short term (1-5 years)

- Replace existing parking meters with those compatible with a modern parking system, providing ease of use, improved means of payment, efficient enforcement and data collection
 - Investigate and implement suitable technology to retrofit into the multi-storey parking facilities and across Caloundra to direct drivers and improve the parking experience
 - Encourage developers to cooperate in creating a consolidated parking facility in the area between the Caloundra Hospital and the shopping centre
 - Refurbish council's multi-storey car parks to provide a safer and more attractive facility
- 1 Expand paid parking and time-restricted parking zones in the central Caloundra precinct areas showing high occupancy to support turnover across the extent of the commercial area
 - 2 Convert a limited number of unrestricted parking bays to short term parking in Happy Valley and Bulcock Beach to support turnover, allowing more people to use the best located parking
 - 3 Investigate introducing time-restricted parking onto the hospital and government services frontage to increase turnover and the likelihood of finding a space for short visits



Parking actions - Caloundra

- 4 Convert half of the Kings Beach off-street foreshore car park to time-restricted parking
 - Investigate off-street car park opportunities in line with redevelopment of the Community and Creative Hub.

Medium term (5+ years)

- 5 Gradual removal of some Bowman Road parking when necessary for road upgrades and improvements to the road network performance.
 - Limited application of resident parking permit schemes in residential areas (subject to meeting permit criteria)
 - Develop and submit a business case for new sites or expand existing consolidated parking sites in line with the Caloundra Centre Master

Plan to accommodate an additional 250-300 parking bays within approximately 10 years based on growth forecasts

- Develop and submit a business case for a new consolidated parking site within the Kings Beach area with the capacity to add 100-200 new bays within 10 years based on growth forecasts.
- 6 Introduce a limited amount of time-restricted parking into target areas of Mayes Avenue
 - 7 Introduce paid parking to public off-street parking sites within the paid parking area.