Sunshine Coast Council

Sunshine Coast Council
Parking Management Plan

September 2017 edition

Contents

Executive Summary

A plan for parking

The Sunshine Coast is among the most liveable locations in the world with a largely unspoilt natural environment. Building on that fortunate position, Sunshine Coast Council is shaping the coast *to be Australia's most sustainable region – healthy, smart, creative*.

In line with that vision council is identifying ways to deliver services more efficiently and to continue to improve the lifestyle of residents in a time of increasing economic and environmental challenges and a growing urban population.

Effective management of car parking will play a critical role in that endeavour – ensuring fair and equitable access to the coast's centres, destinations and tourism locations.

Part of the challenge is to achieve a balance in the delivery of an appropriate and financially responsible level of service that sustains the economy and our lifestyle, while making best use of existing and future parking.

There is a growing opportunity to improve the way parking is experienced and managed through the use of emerging technologies in a smart and connected region.

This is why council is developing a framework for parking that will facilitate proactive parking management to keep the coast moving and support local economic and business growth.

The *Sunshine Coast Council Parking Management Plan* (Parking Management Plan) is guided by a range of strategic and legislative documents including:

- *Sunshine Coast Council Corporate Plan 2017-2021*
- *Sunshine Coast Sustainable Transport Strategy 2011-2031*
- *Sunshine Coast Smart City Framework*
- *Sunshine Coast Planning Scheme 2014*.

Engaging the community

This Parking Management Plan has benefitted from community feedback received during the six week consultation period.

Council will actively listen and continue with direct engagement, periodic parking surveys and analyses. This will help to understand changing parking needs across the coast.

Achieving the right balance

Well-managed parking while maintaining access and availability of car parking, can bring real benefits to the community, businesses and visitors.

However, the success of car parking depends on many factors and if parking is not actively managed, there can be a range of unintended consequences.

The Parking Management Plan will help council better manage car parking and deliver the following improvements:

- Increase parking turnover to help promote economic activity for local businesses
- Help reduce local traffic congestion and increase the attractiveness of urban areas
- Promote behavioural change through improved travel choices and encourage more public transport, walking and cycling
- Make better use of available land for community benefit.

Parking needs vary across the coast, shaped by each location's unique functions, topography, environment and built form. Different people will also have different priorities when looking for a parking space at the same location.

Car parking needs to be managed in a way that matches the unique demands and pressures of each location in addition to the needs of the individual.

The Parking Management Plan provides for a balanced approach to parking management that better matches the range and location of parking options to emerging needs.

The Parking Management Plan supports and is strongly linked with future improvements to public transport service provision and the necessary shift in travel behaviour change required to ensure the long term sustainability of the coast.

Intent

The intent of the Parking Management Plan is to achieve an appropriate supply, not an oversupply of parking, recognising different parking needs of individuals at different times of the week and year.

Each person has different perceptions of when there is 'not enough' parking and when parking becomes 'difficult'. Meeting these individual expectations collectively, combined with consideration of the broader region's needs, is important to the effective management of parking. Emerging technologies will begin to assist in meeting this challenge.

In general, people are conscious of proximity and prefer not to walk a long distance for a short parking stay compared to what may be accepted for a long parking stay. This will generally mean providing shorter term parking close to the destination and longer term parking further away. This approach encourages more frequent turnover in the more convenient spaces in the core of a centre and therefore maximises use and availability to a larger number of people.

Moderating parking demand is key to council's management of parking. Council's approach in order of priority is to:

1   Moderate demand for parking
2   Improve the operation of existing parking assets, and then
3   Provide additional parking supply cost-effectively.

Moderating parking demand based on travel demand management techniques will ensure council makes best use of available parking supply. Further optimisation of existing public parking can be achieved through a range of interventions including regulation through lines and signs and time restrictions and may include paid parking in appropriately selected areas to support turnover and maximise parking availability. Significant improvement of public transport is a necessary requirement to be effective in moderating parking demand.

Provision of additional supply may need to be considered once parking areas can no longer be optimised and growth in demand is confirmed. This will be evidence based, taking into consideration current use patterns and forecast growth.

Permanent parking capacity will be set to cater for the majority of the year. While accepting full capacity may be reached at peak/holiday times, temporary parking (including park and ride) may be required to meet that peak demand.

The Parking Management Plan's Parking Policies and Actions formalise council's existing and planned approaches to managing parking, providing for consistent decision making across the region. The policies therefore have been structured around key themes that are either managed or influenced by council and include:

1   Public parking
2   Private parking
3   Travel behavior change
4   Parking information and technology
5   Parking enforcement
6   Paid parking
7   School parking
8   Event parking
9   Forecasting public parking demand.

Local Area Parking Plans

There are locations that will experience more complex parking patterns, behaviours, constraints and pressures on parking. In each of these areas, a Local Area Parking Plan (LAPP) has been developed for consultation.

The intent of an LAPP is to provide an assessment of parking, and based on the findings of the assessment, include recommended actions to guide parking in a locality and inform the community.

Coordination and management

To implement the policies and actions in the Parking Management Plan and the LAPPs, a coordinated and integrated approach to parking management is required. This will be delivered by applying appropriate resources and the creation of a Parking Management Unit.

1 Introduction

1.1 Overview

The Sunshine Coast is already among the most liveable locations in the world with a largely unspoilt natural environment. The quality of life that residents enjoy is enviable. Protecting and enhancing that quality of life is a high priority. Sunshine Coast Council (council) is shaping the Sunshine Coast *to be Australia's most sustainable region – healthy, smart, creative*.

Increasing economic and environmental challenges and an increasing urban population means that council is looking for ways to deliver services more efficiently and improve the lifestyle of residents.

Effective management of car parking is recognised as playing a critical role in achieving the vision, ensuring access to lifestyle and economic activities in all the Coast's centres, destinations and tourism locations.

There is also a growing opportunity to improve the way parking is experienced and managed through the use of emerging technologies.

1.2 Opportunities and challenges

Council has developed a Smart City Framework to improve the lives of the local community and provide better daily experiences through a smart and digitally connected region. Technologies provide real opportunities to build a stronger economy, develop a resilient and safer community and improve service delivery to residents, businesses and visitors.

Parking management is evolving and smart use of technology for parking can provide a range of improved outcomes and community benefits.

Early possibilities include apps showing real-time parking availability, responsive signage directing drivers to available parking, smart meters that minimise overpayments and send reminders and sensors that provide real-time data on parking usage.

Other emerging transport technologies like autonomous vehicles, mobility and ride sharing services have the potential to significantly impact on the parking network in ways that are not yet clear.

The growing population of the Sunshine Coast highlights the need to think about how parking in each location will be managed in the future. Projected population growth, increasing car ownership and the continuing popularity of the Sunshine Coast as a tourist destination will

mean the daily number of trips to, from and around the Sunshine Coast would increase by up to 60% by 2031. Any reduction in trip growth will have a direct reduction in parking demand leading to benefits in less traffic congestion, lower emissions, better health outcomes, less impact on open space and improved safety.

Even with increased public transport, walking and cycling, car-based travel will continue to grow (see *Figure 1: Indicative growth in trips on the Sunshine Coast*). With the majority of trips on the Sunshine Coast expected to be by private car, the provision and management of parking will continue to play an essential role.

There is a perception that parking issues can be solved by just continuing to build more car parking, that car parking can be easily provided and should be 'free'. However, there are potentially significant impacts of this approach on the liveability, environment and economic future of the Sunshine Coast.

'Free' parking comes at a cost, which is often not immediately obvious. Excessive private parking increases development costs that are passed on to businesses and the community through the leases, the cost of new housing, products and services. 'Free' public parking provided by council is paid for by ratepayers in the main. Paid parking introduces a user pays approach in high demand locations.

Part of the challenge is to find a balance that delivers an appropriate level of service to support a stronger economy, an enviable community lifestyle and makes best use of existing and future parking.

This is why council is developing a framework for parking that will proactively manage parking on a day to day basis to keep the Sunshine Coast moving and sustain local economic and business growth.

2011
Data

1,000,000
daily trips

130,000
daily trips

1,380,000
daily trips

1,660,000
daily trips

230,000
daily trips

510,000
daily trips

with changing travel behaviour

2031
if current trends
continue

2031
desired
community outcome

Figure 1: Indicative growth in trips on the Sunshine Coast

2   The Plan

By establishing the *Sunshine Coast Council Parking Management Plan* (Parking Management Plan), council can assist achieving planning goals, support local businesses, create a more sustainable community and improve the quality of life for residents. The Parking Management Plan sets out the parking issues and challenges, providing guidance on appropriate interventions and the proposed parking management approach to be applied across the council area.

The Parking Management Plan identifies council's role in managing and influencing the various types of parking areas and the ratio of available private and public parking. Council can influence parking outcomes by:

- Using technology to improve how parking is experienced and managed
- Promoting travel behaviour change programs and encouraging adoption of helpful technologies
- Supplying and maintaining public on and off-street parking facilities
- Regulating the use of public parking through time limits and pricing
- Enforcing parking regulations
- Conditioning the supply of private off-street parking in accordance with the *Sunshine Coast Planning Scheme 2014* through development assessment
- Regulating and enforcing the use of private parking only where requested by property owners or managers and agreed by council.

The Parking Management Plan's Parking Policies identify council's approach to the management of parking in a consistent manner across the council area.

Local Area Parking Plans (LAPP) will be developed for selected centres and areas where there are complex parking behaviours, changes, or high parking demand.

An LAPP will provide a detailed evaluation of existing conditions, future parking needs, and potential management options. Parking management and controls in an LAPP will generally be consistent with the intent of the Parking Policies.

2.1   Purpose

The purpose of the Parking Management Plan is to provide guidance and to set out consistent policies and actions for the management of parking across the council area.

2.2   Strategic context

The Parking Management Plan is guided by a range of strategic and legislative documents to assist in delivering council's vision for the region.

Council policy

Sunshine Coast Council Corporate Plan 2017-2021 positions the Sunshine Coast *to be Australia's most sustainable region – healthy, smart, creative*. This vision is supported by the role parking plays in connecting people and places, fostering a strong community, and how parking management supports a smart economy and a healthy environment.

Council's *Sunshine Coast Sustainable Transport Strategy 2011-2031* recognises continued vehicle access to centres will be required while supporting a move towards a more sustainable transport system. The Sustainable Transport Strategy calls for improved parking management and the development of a Parking Management Plan.

The *Sunshine Coast Smart City Framework* which is now embedded into council's Corporate Plan was launched in September 2015 with a goal of creating a smart and digitally connected region.

Legislation

The relevant legislation relating to parking includes:
- *Transport Operations (Road Use Management) Act 1995*
- *Transport Operations (Road Use Management – Road Rules) Regulation 2009*
- *Local Government Act 2009*
- *Penalties and Sentences Act 1992.*

Statutory documents

The relevant statutory documents include:
- *Sunshine Coast Planning Scheme 2014* (Planning Scheme)
- *Local Law No 5 (Parking)*
- *Subordinate Local Law No. 5 (Parking)*.

Standards and guidelines

The relevant standards and guidelines which apply to parking include:

- *Manual of Uniform Traffic Control Devices* (MUTCD)
- *Austroads – Guide to Traffic Management Part 11: Parking*
- *Australian Standards AS2890 - Parking Facilities*.

2.3   Community engagement

Council is actively listening to the community commentary and concerns about local parking. Monitoring, observing, ongoing parking surveys and analyses will help to understand the changing demand for parking at different times and locations and ensure that the mix of parking in the region keeps up with growth and development.

In creating the Parking Management Plan, a comprehensive six week consultation process occurred involving a project website, traditional and social media, 37 manned displays and static displays at all libraries and customer service centres.

Almost 750 submissions helped to finalise the Parking Management Plan.

Well communicated parking decisions will increase community understanding and the need for change in parking management of an area.

2.4   Objectives

The objectives of the Parking Management Plan are to:

• Manage parking across the region in the best possible way

• Support the economic activity of centres across the region by providing a reasonable supply of short and long-term car parking spaces for the existing and future individual parking needs of residents and visitors

• Recognise the interaction of public and private car parking capacity, to manage changes in car parking demands over time

• Have car parking spaces provided in conveniently located and easily accessible areas relative to key destinations

• Provide region wide guidance on the approach to parking with an LAPP providing more detailed localised guidance where required

• Moderate parking demand

• Provide the appropriate quantity of parking, not oversupplying parking

• Ensure that approaches to the provision, management and pricing of parking is undertaken in a fiscally responsible manner

• Support the parking requirements of the Planning Scheme to maintain urban character and ensure good urban design outcomes.

2.5   Principles

A number of general principles have been used to guide decisions and policies in relation to the management of parking. These principles are:

Choice

• Providing choice in types and locations of parking

• Encouraging choices that reduce parking demand

• Empower drivers through smart technology leading to efficient use of their time.

Control

• Retaining overall control of public parking to empower council to achieve the best possible outcome

• The public and private sector in their respective roles provide an appropriate mix of parking to accommodate the needs of the community.

Equity

• Providing for the needs of people with different capabilities

• Applying policies in a fair way.

Timing

• Timely delivery of parking solutions to meet parking needs and support economic activity.

Prioritisation

• Managing the most desirable parking spaces to support priority uses and availability.

Quality

• Providing and requiring quality facilities that increase accessibility, safety and user information.

Simplicity

• Providing simple, clear information, regulations and enforcement to encourage compliance

• Parking is easy to find and simple to use.

2.6 Approach

Council currently provides various on-street and off-street public parking including:

- Marked and unmarked on-street parking
- Off-street car parks in centres
- Off-street parking at most parks, sports facilities, beaches, council premises and community facilities.

Moderating parking demand based on travel demand management techniques is central to council's approach to managing parking. Therefore council's approach is to:

- Firstly, manage demand for parking
- Secondly, improve the operation of existing parking assets
- Finally, provide additional parking supply.

Once existing use is optimised and no further cost effective improvement is possible, council will consider whether sufficient parking exists and the best approach to provide additional parking supply as required.

It is not financially sustainable to provide permanent infrastructure for short-term holiday or event 'peak' parking periods. Options will be considered for the use of existing open spaces or selected sites for temporary seasonal peaks and event parking.

There will be provision of park and ride sites to supplement permanent parking supply at select locations.

Providing and managing parking at beaches requires a balance between:

- providing reasonable access for residents
- maximising the use of existing parking supply
- continuing to attract visitors who contribute to the local economy.

Council uses powers provided by legislation and local laws to manage parking through:

- Regulatory signage and line marking to designate parking areas for particular users
- Time limits applied to on-street and off-street parking to encourage regular turnover and to create multiple use capability in a day and access for more people
- Planning Scheme parking rates which require development to provide parking for the needs of the particular development
- Parking permits
- Parking management technology
- Requiring parking management for large events (such as festivals and events. e.g. Caloundra Music Festival) to cater and manage peak parking demands using additional temporary parking or other techniques
- Paid parking at selected locations to increase turnover and reduce enforcement for high demand areas, allowing drivers to make choices based on balancing convenience and cost
- Enforcement.

Figure 2: Parking management on the Sunshine Coast

The parking management techniques applied by council follow a progression as utilisation increases, as shown in *Figure 3: Sequence of parking provision and management*. This summarises that council could:

1   Regulate through lines and signs

2   Apply, monitor and modify time restrictions

3   As appropriate

     a   Provide additional unpaid parking, or

     b   Apply paid parking to existing parking, or

     c   Provide additional parking and apply paid parking.

Intervention levels for each of these management options are included in the parking policies for public on-street and public off-street parking.

For commercial and mixed use areas, short term parking, typically 2P, is the usual time restriction in on-street locations to create parking availability through frequent turnover, which supports economic activity. Off-street parking can be a mix of short and long-term parking.

Paid parking is a further progression of parking management techniques in commercial and mixed use areas for on-street and off-street locations.

Residential areas will usually be unrestricted and unmarked parking in line with the *Transport Operations (Road Use Management) Act 1995* and associated regulation.

While time restrictions are possible in residential areas, they will be avoided unless a demonstrated need exists.

Paid parking in residential areas would be unusual in front of detached dwellings but may be considered in front of higher density residential locations. In general, residences within centres or on its fringe may be subject to increased parking management than those in lower density residential areas.
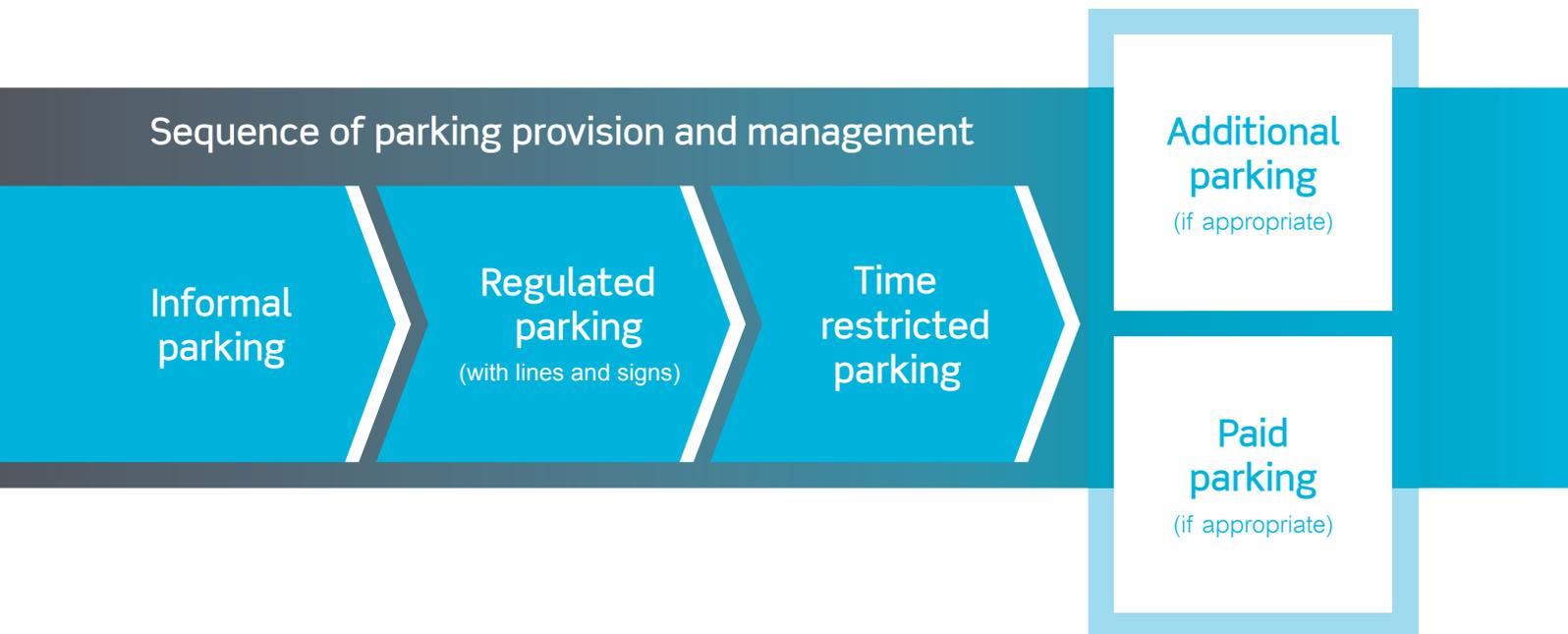

Figure 3: Sequence of parking provision and management

3 Parking policies

The Parking Policies are intended to formalise council's existing and planned approaches to managing parking, providing for consistent decision making for parking across the region.

The policies have therefore been structured around key themes that are either managed or influenced by council. These themes include:

- Public parking and private parking
- Travel behaviour change
- Parking information and technology
- Parking enforcement
- Paid parking
- School parking
- Event parking
- Forecasting public parking demand.

3.1 Public parking

On-street public parking

Council is responsible for the management of all on-street parking in the region. It is a community asset and as such must provide a community, area wide benefit (not an individual benefit). Historically, the on-street parking arrangements have been gradually optimised to create the current situation. However, growth, land use change and other pressures may require ongoing review. Usually there is little or no additional capacity opportunities for on-street parking in high demand areas.

On-street parking provides for:

- convenient access to street front small businesses
- activities with a regular turnover of parking
- temporary peaks in demand generated by surrounding development
- general social and recreational activities in an area.

Parking on nature strips and verges is a concern in some locations where there is a high demand for on-street parking. Parking on nature strips and verges is illegal unless signed otherwise. Parking on nature strips and verges may seem like a practical way to accommodate more vehicles or allow unobstructed traffic flow, however this practice raises numerous concerns around:

- compliance with road rules and other regulations and issues of liability
- maintaining vehicle and cycle access along the street
- providing safe access for pedestrians and cyclists on the nature strip
- the ability for residents to maintain the nature strip
- damage to the nature strip, street trees and underground services.

Parking on nature strips and verges is only lawful when signed.

Verge parking demand is connected to factors such as infill development in existing streets, residential street widths and the width of residential lot frontages in new subdivisions.

Council will develop consistent guidelines and criteria for determining where limited parking on nature strips and verges is appropriate.

ACTION

- Develop a guideline for parking on nature strips and verges in limited situations.

Off-street public parking

Council also manages a variety of existing off-street public parking sites and will continue to play a role in the provision and management of new off-street parking sites in the future. Additional parking supply will usually be provided as off-street parking. The types of off-street public parking currently managed by council include at-grade and multi-storey parking sites.

The off-street parking sites can include:
- Long-stay areas for all-day parking associated with employment
- Short-stay parking which provides for recreational, personal and business visits
- A combination of both.

Off-street public parking facilities are an important element of the overall parking regime and restrictions in these areas should seek to complement on-street restrictions to achieve balanced outcomes for an area.

While the aim is consistency across the region, there may be specific local issues that require different management strategies to be applied. In these cases it is important that evidence supports decisions in relation to management of these sites.

Types of parking restrictions

The allocation of parking space will incorporate an appropriate mix of parking types and controls to accommodate the parking needs of an area.

Types of parking restrictions applied in the management of parking include:
- Unrestricted parking
- Use restricted parking
- Time restricted parking
- Paid parking
- No parking.

Policies for the management of public parking are structured under the following sections:
- Levels of service for public parking
- Public parking intervention levels
- Use restrictions
- Parking permits
- Parking on high order roads
- Off-street public parking investment.

Levels of service for public parking

Parking areas can be managed through the application of a variety of controls and demand management techniques that seek to provide an appropriate level of service to the community.

The challenge is to firstly determine the required level of service for different users, trip types and areas, and secondly, how to provide that level of service in a timely and effective way.

Council recognises that individuals have different needs for different types of trips at different times. These requirements include:
- Proximity which concerns how close parking needs to be to a particular destination and how sensitive the individual is to this distance
- Duration which refers to how long a parking space is needed. The length of time required reflects the purpose of the trip.

The Sunshine Coast attracts a high number of short and long stay visitors who provide an important contribution to the region's economy. Visitors are typically interested in parking their vehicle for longer durations within reasonable proximity to the attraction or destination.

The complication is that each individual has different expectations (refer to *Table 1: Parking Expectations and Walking Distances*) and thresholds of when parking is perceived to become difficult.

People also need sufficient car parking to undertake a range of day to day activities. Shopping, personal business or a social activity will typically require car parking for a shorter duration of time and within close proximity to a destination.

To provide an optimum use of public parking, it is generally desirable that an overall occupancy of 85%[1] be targeted (or approximately 1 in 6 spaces are available) within an acceptable and convenient distance from destinations. This provides a choice for drivers to match their planned activity to where they park. Beyond 85% occupancy, there is a greater circulation by drivers looking for vacant spaces. This causes inconvenience through delay and uncertainty, adding to traffic volume and potential congestion, resulting in a likely perception that there is not enough parking, refer to *Figure 4: Parking occupancy levels on the Sunshine Coast*.

When about 85% occupancy is achieved and maintained, parking resources provide accessible and convenient parking to destinations while ensuring parking spaces are available for newly arrived vehicles.

1 *Austroads – Guide to Traffic Management*, Part 11: Parking, page 7.

It may not be possible to easily achieve this desired level of service for all time periods of the day. Equally, it is accepted that it is not financially sustainable to provide infrastructure for short term holiday and event 'peak' parking periods.

It is important therefore to understand whether:

- Performance levels are achieved on the typical day, representing most of the year
- Parking patterns exceed the desired level of service for a prolonged period or an isolated period
- This performance is considered acceptable across a reasonable portion of the parking area.

The availability of car parking and time limits needs to suit the purpose of the trip and the activities at the location. Levels of service for different trip purposes will therefore be considered relative to the intended duration of stay.

In general, short duration parking (2P or less) will exist close to the intended destination and longer duration parking (greater than 2P) being accommodated further from the intended destination. For longer duration parking, a walk of five or more minutes is generally considered acceptable for stays over four hours. These catchments need to consider the scale, topography and characteristics of the centre.

Policy 1.1
Levels of Service for public parking

- The target level of service to be achieved for public parking will generally be 85% occupancy for on-street parking and 90% for off-street parking.

- The parking expectations outlined in *Table 1: Parking expectations and walking distances* are to be broadly used when determining whether the desired levels of service are achieved over an appropriate area.

Parking occupancy levels on the Sunshine Coast

85% occupancy

Parking is working at its best and most efficient when the overall occupancy level is at approximately 85%, or when around 1 in 6 spaces are available.

Why 85%?

When an area regularly exceeds a parking occupancy level of 85% for extended periods of time, this is generally an indication that there aren't enough car parks for the area and that further intervention is required.

Where 85% occupancy is achieved and maintained, there will typically be convenient and accessible parking spaces available for newly arriving vehicles.

When occupancy levels are regularly exceeding 85% it becomes increasingly difficult to find a park and other issues such as congestion begin to emerge.
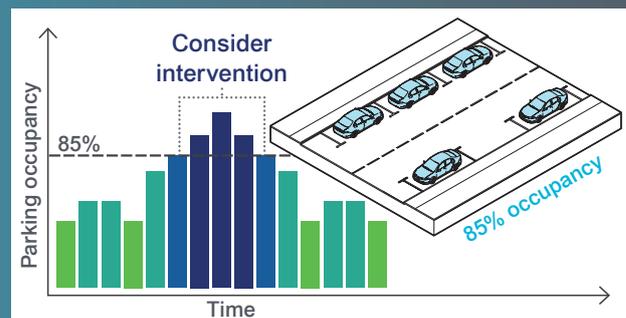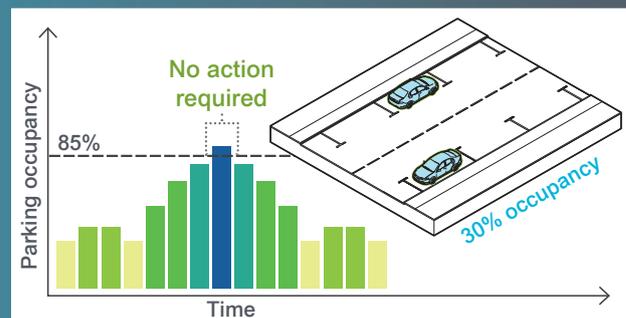

Figure 4: Parking occupancy levels on the Sunshine Coast

Table 1: Parking expectations and walking distances

Parking Purpose	Parking Expectations
Work trip	Medium to long term parking. • Private off-street • Public unrestricted A medium to long walk is considered appropriate.
Primary and Secondary Education	Very short term drop off or pick up parking only in school terms only. • Private off-street • Public on-street Proximity and availability focus, a short walk is considered appropriate.
Tertiary Education	Short, medium and long term parking varying daily subject to timetables, in varying quantities and subject to out of semester reductions. • Private off-street • Public unrestricted A mix of short, medium and long walking distances are considered appropriate.
Personal services and day to day activity	Short and medium term parking. • Private off-street initially • Public on-street (proximity focus) • Adjacent public off-street Proximity focus with short or medium walk is considered appropriate.
Social and recreational activities	Duration of parking is dependent on local activities ranging from short to long term parking. • Public on-street • Public and private off-street Availability then proximity focus with short to medium walk considered appropriate.
Health	Short, medium and long term parking. • Private off-street initially • Public on-street (proximity focus)
Residential	Duration of parking can range from short to long term parking. • Private off-street • Public on-street Proximity focus with short walk considered appropriate.
Visitors (external to SCC region and SCC locals)	Short, medium and long term subject to activity and destination. • Private off-street • Public on-street • Public off-street Availability focus with short to medium walk considered appropriate.

Note: The definitions for short, medium and long walks will depend on the size of the centre, barriers and/or other influencing factors.

Public parking intervention levels

Monitoring of public parking will reveal the level of utilisation in terms of occupancy and duration of stay.

When assessing utilisation levels, performance of parking will be determined based on precinct level analysis. Precinct boundaries should be based on local characteristics, giving consideration to physical barriers, natural boundaries, character areas, and the role of different parking areas, different trip purposes, different user groups, local expectations and the walkability of an area.

In applying intervention levels, consideration will also be given to the availability and role of private off-street parking.

Higher occupancies are acceptable for long term public off-street parking located in and around centres. On the basis that there is adequate short-term parking, these long term sites will typically experience an early influx of vehicles which stay for the majority of the day.

Policy 1.2
Public parking intervention levels

- *Table 2: Public parking intervention levels* summarises the intervention levels for parking management techniques including, introducing time restrictions, modifying time restrictions, and/or introducing paid parking.

ACTION

- Undertake ongoing parking surveys and studies to understand the demand for parking and to inform the most appropriate actions for each area.
- Develop a reference database and trend information to assist decision making. e.g. an inventory of public and private parking; occupancy, duration and turnover, etc.
- Develop a better understanding of trip purpose and associated parking demand for specific localities.

Table 2: Public parking intervention levels

Parking purpose	Parking expectations	Potential action
High utilisation in unrestricted areas	Public parking demand in relevant precincts for the area regularly exceeds 85% occupancy for extended periods on typical days	• Consider supply needs of the area • Investigate opportunities for low cost actions to increase parking supply. Investigate duration of stay data and consider opportunities for time restrictions.
High utilisation in time restricted areas	Public parking demand in relevant precincts for the area regularly exceeds 85% occupancy for extended periods on typical days (refer to Notes 1 and 2)	• Investigate duration of stay data and consider whether enforcement is necessary • Investigate duration of stay data and consider opportunities for amending time restrictions • Looking further afield, investigate opportunities for extending time restrictions in adjacent areas • Investigate best value opportunities to increase parking supply • Consider introducing paid parking (refer to Note 3).
High utilisation in paid parking areas	Public parking demand in relevant precincts for the area regularly exceeds 85% occupancy for extended periods on typical days	• Investigate duration of stay data and consider amending time limits for paid parking • Consider options for additional paid parking supply • Consider increasing parking fees.

Note 1: For long term public off-street parking areas a higher occupancy of 90% or greater may be acceptable. Each site will therefore be considered on a case by case basis.

Note 2: Precincts or parking areas may contain a mix of different parking types, which can be considered individually or as a whole when considering actions relating to intervention levels.

Note 3: Paid parking is the most powerful tool available for consistently achieving parking availability when demand is high. Austroads Guide to Traffic Management Part 11: Parking suggests that greater than 70% continuing use of on-street parking across daily business hours would indicate the introduction of paid parking as a valid tool to manage parking turnover.

Use restrictions

Council is responsible for allocation of available public parking space and recognises that typically between 5% and 10% of the spaces may be allocated to specific use types. These use restrictions relate to the designation of parking spaces for specific use and vehicle types.

The typical categories applied include:

- Loading zones
- Accessible parking
- Taxi parking
- Bus parking
- Motorcycle parking
- Other.

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ACTION

- Develop and implement internal guidelines to assist in the consistent approach to specific needs parking.
- Publish maps for public parking in centres.
- Provide easily accessible information on location, availability, regulation and pricing of parking in centres.
- Leverage technology in the dissemination of parking information.

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Policy 1.3
Use restrictions

Loading zones

- Loading zones will be provided in convenient locations to serve local business, commercial and retail activities.
- Parallel parking is the usual configuration to be used.

Accessible parking

- Provide accessible parking which is physically accessible, affordable and safe to use.
- Accessible parking spaces will be considered in commercial and mixed use areas. As a general rule, accessible parking will not be provided in residential areas.
- A zero tolerance approach will continue to apply to the enforcement of vehicles illegally using accessible parking spaces.
- The *Sunshine Coast Planning Scheme 2014* and *National Construction Code* deal with on-site parking requirements for development.

Taxi parking

- Taxi stands will be considered in locations where there is a demonstrated high public demand for taxis and with involvement from the Department of Transport and Main Roads.
- Night-time taxi stands will be considered in areas where there is high night-time activity. Using loading zones or bus stops at night will also provide better use of existing parking space.
- In general, taxi stands will not be considered in residential streets.

Bus parking

- Space for bus stops will be provided along designated scheduled bus routes in consultation with TransLink.
- Longer-term (greater than two hours) bus parking should be located on the edge of a centre away from high demand active street frontages.
- Coach parking will be considered as part of development and in locations of key tourist interest where a significant demand can be identified.

Motorcycle parking

- Motorcycle parking will be provided, subject to demonstrated demand.
- On-street space that is not suitable for regular car parking should be targeted.

Other

- Provide emergency service parking as agreed.
- Some short term parking can be considered where there is community benefit (e.g. Mobile library, Red Cross blood donations, etc.).
- Public on-street space will not be allocated to the specific benefit of an individual or business.
- Future electric vehicle charging sites are best provided for in off-street parking areas.
- Provision of future 'car share scheme' parking should be off-street where possible.
- Using loading zones or bus stops at night will also provide better use of on-street parking.
- Provide short term parking for recreational vehicles in selected locations.

Parking permits

Council will periodically review the use and issuing of all permits.

Council has previously issued a number of business parking permits allowing businesses untimed access to time limited public parking spaces. Public parking supply is generally based on bays being communally available. In non-residential areas, restricting bays to individuals or individual businesses on an ongoing basis should be avoided as it does not support the use of public resources for community benefit. The only exception will be if the applicant can demonstrate a clear community benefit, no alternative parking solution is available and a continuous high parking utilisation exists.

Residential parking permit schemes are used by council where demonstrated continuous demand for parking has spilt over into residential areas immediately adjacent to areas of high activity and is subject to meeting several criteria. The permits can give residents in affected, high demand areas, access to long-stay on-street parking near their homes. A permit does not guarantee that a vacant parking space will be available.

Council has previously issued a number of annual pre-paid metered parking permits for Caloundra and balance of Sunshine Coast area. These pre-paid metered parking permits:

- are not charged at a true commercial value
- create an additional administrative duty
- diminish the objective to moderate parking demand.

It is desired to limit the use of metered parking permits. On this basis, with the application of paid parking to other areas across the coast over time, the Sunshine Coast metered parking permits will be discontinued. However, recognising the longstanding arrangement, the annual pre-paid metered parking permits will be retained for Caloundra on-street metered parking with current conditions.

ACTION

- Issuing of business parking permits to be in line with the adopted policy.
- Issuing of residential parking permits to be in line with the adopted policy.
- Develop a new pre-paid parking permit system in line with the adopted policy taking advantage of technology.
- Review criteria and eligibility of remaining permit types.

Policy 1.4
Parking Permits

Business permits

- Existing permits will be phased out.
- A permit will only be issued where an applicant can demonstrate a clear community benefit, no alternative parking solution is available and a continuous high parking utilisation exists.
- A range of temporary short-term parking permits will continue to be available for business, charitable or not for profit groups that need temporary access to a parking space to carry out a specific short-term activity or fundraising.

Residential permits

- Where a residential permit scheme is implemented or continued, it:
  - Is issued annually to one vehicle per residence
  - Is limited to one permit per residence
  - Does not guarantee the availability of parking
  - Applies to cars and light commercial vehicles and is not available for trailers, caravans, trailered boats or large rigid vehicles
  - Provides cost recovery for administration
  - Exempts permitted vehicles from time limits.
- Limits non-permitted vehicles to any time limits applying (usually 2 hours).
- Applies permits to a defined area.
- Is limited to residential zones.
- Is not available in areas with on-street metered parking.

Metered parking permits

- Existing metered parking permits will be replaced by a Sunshine Coast pre-paid parking permit system:
  - Fees as determined by council at commercial value and possibly by location.
  - War veteran discount continues.

Parking on high order roads

The *Sunshine Coast Planning Scheme 2014* identifies the hierarchy of roads and on-street cross sections with parking space configurations that are appropriate for these roads.

In some key transport corridors there may be a need to consider the removal of existing on-street parking to cost effectively enable the provision of additional road capacity to accommodate growth in transport demand. Removal of on-street public parking will be considered on a case by case basis, based on a detailed consideration of the local area and the current and proposed land use fronting the road.

Policy 1.5
Parking on high order roads

- Parking provision on new roads will be in accordance with the *Sunshine Coast Planning Scheme 2014*.
- Existing on-street parking on high order roads will be considered for removal if there is a justified need.

Off-street public parking investment

The decision to provide additional off-street parking will be based on:

- triggers identified in *Policy 1.2: Public parking intervention levels*
- the balance of public and private parking utilisation
- the supply and the observed and forecast parking demand.

Investment in additional public off-street parking facilities may be required when levels of service are not met for prolonged periods on the typical day, when there are no further management options available to meet the desired levels of service, and when continued growth in parking demand is anticipated.

Sharing and consolidating parking can influence decisions on how to optimise the use of any additional parking. Council will make open and transparent investment decisions and take decisive action on providing additional future parking.

The integration of parking requirements with the planning for other transport modes needs to maximise the potential of council's investment.

Where future transport investments combine with 'disruptive' influences to result in a shift from private vehicle travel to an increased use of public and active transport or other travel choice, there may be an opportunity to redevelop at-grade car parking assets for public transport stations, or higher intensity development. To help this future transition, council can investigate opportunities to acquire land for short term at-grade car parking, which can then be progressively reallocated for longer term transport or other community outcomes into the future.

Provision of additional parking supply in either an at-grade site or changing an at-grade site to a multi-storey facility is a costly exercise. To fund this additional supply, council will consider all financial options available to it, including the introduction of paid parking.

Council needs to control the pricing and regulation of any new off-street public parking to manage and influence parking outcomes and operation of an area and across the region to best protect community interest.

Policy 1.6
Off-street public parking investment

- Where additional public parking is to be provided, council will adopt a strategic and commercial approach to the location and size of parking facilities. This approach should guide timely investment decisions to own and control sites for the establishment of publicly available parking to meet future needs in a cost-effective manner.
- Council will control new off-street parking.
- Introduction of paid parking to fund additional public parking supply is a valid funding source.

ACTION

- Develop an investment policy and protocol to assist assessment and decisions related to the provision of additional public parking supply.

3.2   Private parking

Parking management aims to provide an appropriate mix of public and private off-street parking supply. Private parking and its provision are important elements for area-wide parking outcomes.

It is expected that development:

- Provides private on-site parking for its needs (staff and customers) in accordance with the *Sunshine Coast Planning Scheme 2014*
- Manages private site specific parking demand and does not adopt practices which transfer this parking demand to the surrounding public parking or private sites.

The minimum parking rates in the Planning Scheme are to deal with the typical parking demand for different land use types. Historically, in some locations, a lack of private off-street parking has led to more reliance on public parking. If development has met the parking requirements and the land use(s) over time generate parking demand that exceeds the site capacity, this demand is then dealt with in adjacent public parking provision.

Council influences private parking in three ways:

1   Primarily through parking rates in the *Sunshine Coast Planning Scheme 2014* for development

2   If requested, through regulation of private parking areas

3   Encouraging consolidated parking outcomes in precincts.

Parking rates for new development

The Planning Scheme currently requires developers to contribute to the off-street parking supply by providing minimum parking spaces on-site and/or in shared consolidated parking arrangements to accommodate the estimated range of parking demand. For residential development, there is also a requirement for the provision of on-street parking. It is important that the full quantity of parking specified is provided by development.

Parking rates for development should be periodically reviewed so that the quantity of parking provided by development matches the demand generated by that development. With greater knowledge and understanding, some geographic (or other) basis for change may also be introduced.

Limiting new parking is acknowledged as a means of creating consideration for alternative travel behaviour and mode choice.

Policy 2.1
Private Parking

- Council will work to ensure private parking contributes to parking outcomes for a centre, location or destination.
- The Planning Scheme will, where necessary, recognise staff, customer and other parking needs separately.
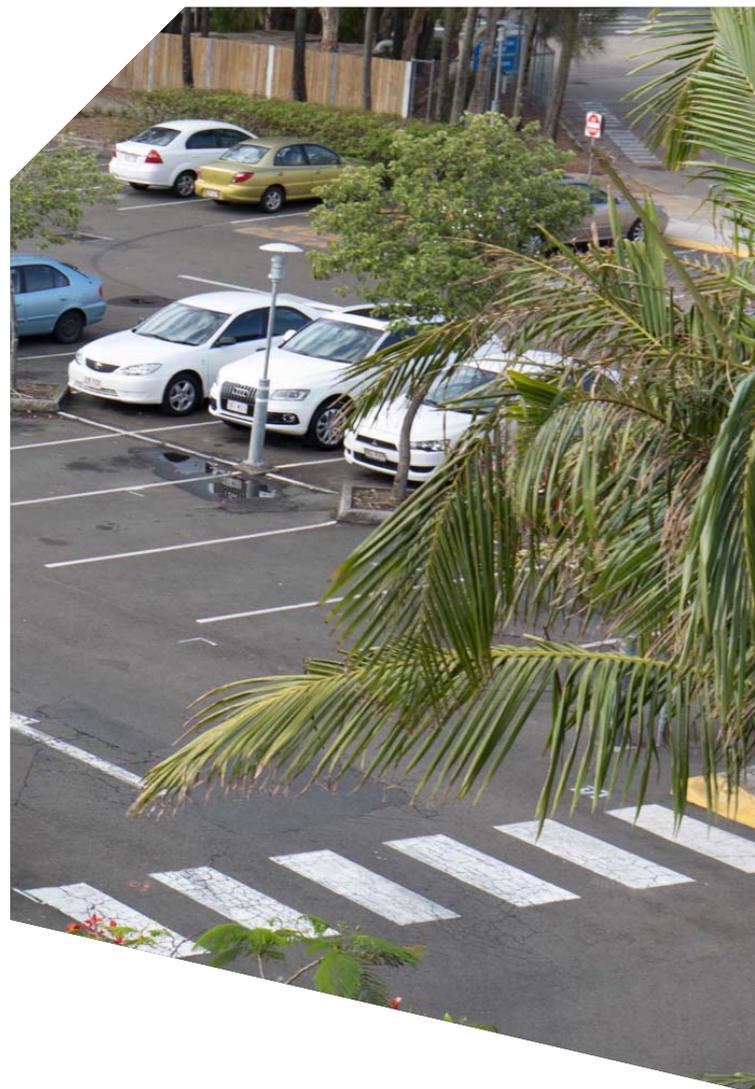

ACTION

- Engage with the development industry, property owners and the community to maintain the role of private parking in a centre, location or destination.
- Review the Planning Scheme requirements to consider recognising staff and customer parking needs separately.

Agreements that allow development to occur with less than the minimum parking supply places increased pressure on a limited public resource. Allowing development to partly rely on existing public parking would impact all existing users, increase costs to ratepayers and is not equitable to those developments that have provided the required parking.

The Planning Scheme outlines where on-street parking can be provided for different road classifications. This can impact the ability to deliver new or to sustain existing on-street parking supply. Recent trends in land use planning have seen reduced road widths and narrowing of residential lot frontages. Both factors can reduce the amount of on-street parking that can be provided. This creates an increased importance on ensuring the appropriate provision of on-site parking to support the range of activities for that land-use. This also changes the proportion of public and private parking provision in a particular area. Examples of this are beginning to emerge in Birtinya, Caloundra South and Maroochydore City Centre.

A review is required into the development of on-site parking rates in some locations with little on-street parking and into ways of providing adequate on-street parking in residential streets.

There is no compelling reason to immediately change to a maximum parking rates approach. However, work is underway to collect and analyse the utilisation of private off-street parking of different development types to confirm appropriate parking rates. This will permit a better understanding of:

- the role of private off-street parking in an area, and that land-use type
- whether the minimum parking rates for development types and/or land use categories are reasonable
- whether the minimum parking rates policy should be retained or amended, in part or as a whole.

The improvement of existing public transport or provision of a higher order public transport system works hand in hand with effective parking management. This would warrant a review of parking rates for development.

New approaches including the future incorporation of a residential development site based car share scheme may also warrant a review of parking rates.

Policy 2.2
Parking associated with development

- Undertake monitoring to ensure that the Planning Scheme parking requirements are reviewed, up to date and relevant to cater for current and future needs.
- A review of parking rates for specific areas and/or sites may be triggered by new approaches such as significantly improved public transport and/or car share schemes, etc.
- Council will retain and apply a minimum parking rates policy to development. Any variations, for specific site developments or to an area as a whole, will only occur after consideration of evidential information relating to matters including:
  - The ability of the site to provide the required parking
  - Any efforts to effect consolidated parking outcomes
  - The quantity and availability of private and public parking in the area
  - The ratio of public to private parking
  - The likely consequences in the short and long term of the proposed change and the community impacts.
- Payment of contributions in-lieu through an Infrastructure Agreement where minimum requirements are not met.

ACTION

- Collect evidence of different land use parking utilisation.
- Develop a discussion paper on parking rates and whether change is warranted.
- Review rates required for infill and greenfield residential development for on-site parking and on-street parking.
- Consider application of different parking rates on a specific geographical or other basis.

Regulation of private parking

Regulation of parking on private property is the responsibility of the owner, but needs to be consistent with parking outcomes required to meet the needs of any local area. Private parking is usually provided as part of development and is not under council's operational control. Owners can manage parking on their properties. There are situations where owners of larger scale private parking may find it beneficial to have council regulate and enforce parking on the site.

Any request for council to undertake the regulation of parking on private property will be determined on a case by case basis after consideration of how council's involvement may help deliver the overall goals for parking management in the wider area. Consideration will also be given to the measures taken to date by the owners to manage their parking. Any regulation will require a formal agreement and would be undertaken on a commercial basis.

Policy 2.3
Regulation of private parking

- Regulation of private parking is to be dealt with on a case by case basis.
- Council will only regulate private parking where there is a demonstrated benefit, and will not have a significant negative impact on public parking assets and facilities.

ACTION

- Evaluate each request for regulation on its merit.

Consolidated and shared parking

Shared parking between a number of sites results in an overall reduced peak demand across the day rather than catering for individual land use peaks. Council encourages developers to cooperate collectively or with council to develop and progress the shift of a portion of development required for on-site parking, to a common consolidated site. Consolidated parking leads to shared parking which creates a benefit by:

- Giving people a single point of parking supply with greater opportunity of finding a car park
- Providing developers with the potential to reduce the cost of their on-site parking.

The intended outcome is a developer provided and maintained area open to all people 24 hours a day, seven days a week.

To assist this overall beneficial outcome, council would consider permitting a small reduction in the number of displaced consolidated parking bays on a case by case basis.

Innovative solutions to creating consolidated parking outcomes will be considered.

Contribution in-lieu payments allow developers to pay into a fund for off-site council parking facilities instead of providing all the development required parking on-site. This will only be considered where it proves difficult to provide the required parking on site and council has a targeted parking site intended to serve the area. This could assist in redevelopment of sites with constraints.

Policy 2.4
Consolidated and shared parking

- Council will encourage developers to cooperate to create consolidated and shared parking.
- Council will consider permitting a small reduction in the number of parking bays to be provided in consolidated facilities on a case by case basis.
- Council will develop a contributions in-lieu policy.

ACTION

- Continue to advocate to development for consolidated parking outcomes.
- Create and adopt a contributions in-lieu policy.

3.3   Travel behaviour change

Council will continue to support travel behaviour change programs that reduce the dependence on private motor vehicles and moderate demand for parking. The aim is to achieve appropriate supply, and not an oversupply of parking.

The link between parking and travel options is an important one. A location that is well serviced by public and active transport means more attractive alternative travel options exist for people and a reduced need for parking can result. If these travel options are poor then there is a high reliance on the car and so more parking demand pressure is the result.

Reduced reliance on private vehicles requires a significant improvement of the public transport network. The region requires a coordinated approach with the State to link public transport improvement with parking demand management.

Successful travel behaviour change programs deliver moderated parking demand through change to travel choice and are supported by appropriate infrastructure and services. Parking availability will be an increasing consideration in travel choice decisions. These programs would see a reduced reliance on private motor vehicles and moderate parking demand through an increased use of car sharing, ride sharing, carpooling, public transport, park and ride, walking and cycling.

Policy 3.1
Travel behaviour change
- Develop, implement, support and inform travel demand initiatives with the capacity to effectively reduce reliance on private motor vehicle trips to achieve a similar reduction in parking demand.

ACTION

- Track the trends of travel mode and trip purpose locally and in the wider area.
- Introduce park and ride facilities.
- Advocate for continued improvement to public transport services and infrastructure.
- Seek a coordinated approach with the State linking public transport improvement with parking demand management.
- Provide improved active transport infrastructure.
- Educate on travel choices which reduce parking demand.
- Communicate the benefits of a shift away from private vehicle reliance to other travel modes, even if only for some trip purposes.

3.4   Parking information and technology

One key to the successful application of the Parking Management Plan will be the incorporation of parking related smart technology in key centres across the region. Council will investigate and implement an overall parking system which includes cost effective smart technology.

New technology can benefit drivers by making it easier to find car parking sites and available spaces. These technologies can also improve the efficiency and effectiveness of parking enforcement and management with more frequent, current and better data.

Some benefits of improved technology and information availability include:

- smart phone apps giving control to people to source information to make parking an easier experience (e.g. advice on parking restrictions, reminders of expiry time, reducing vehicle circulation)
- real time information for users including parking availability prior to travel or when arriving at the destination
- responsive directional signage and guidance systems that lead drivers to nearby areas with available parking
- improved, more efficient and more accurate management of enforcement of parking regulations
- better data collection and analysis on a bay by bay basis to improve management (e.g. recording occupancy and duration of parking)
- new and easy payment methods where paid parking applies.

Care should be taken when introducing parking related smart technology given the initial and ongoing costs and the short life cycle of technology which leads to potential redundancy.

There is rapid change occurring in other transport technologies globally that will also impact upon future vehicle use and parking needs. These include:

- driverless vehicles
- electric vehicles with in built smart technology
- car share schemes
- real time public transport information systems linked to mobile apps.

These technologies are emerging and will mature over time. Council will adopt appropriate technologies and revise its approach to parking accordingly.

Council is committed to the implementation of smart technology and will trial some of these prototype systems.

Policy 4.1
Parking management systems

- Apply cost effective and appropriate technology to benefit drivers and to provide informed and responsive parking management.
- Integrate technologies and co-ordinate the management of parking operations, enforcement and communication.
- Improve the collation, analysis and dissemination of information related to parking.
- Update planning and policy to reflect new technology.

ACTION

- Provide easily accessible information on the location, availability, pricing, regulation, and penalites associated with parking, in clear and legible ways, which leverage technology opportunities.
- Investigate technology trends and identify cost effective combinations, which provide the parking outcomes sought.

3.5 Parking enforcement

Enforcement can be used to meet the parking objectives that will provide drivers and business with more certainty that public parking requirements will be met.

Increased enforcement is required when:

- Durations of stay extend beyond restrictions
- Changes to parking regulation occur in an area
- Parking behaviour is inappropriate.

Council will apply appropriate resources to enforce parking regulations to meet the objectives for parking in the region.

Policy 5.1
Parking enforcement

- Parking enforcement is proportionate, courteous and consistent. Enforcement is used to:
  - Deal with unsafe situations
  - Encourage compliance
  - Achieve desired levels of service
  - Meet overall objectives of an area.
- In areas where enforcement is undertaken, it is important that:
  - Signs and markings are clear, comprehensive and consistent, reducing unintentional infringements
  - Good information and marketing are provided both before and after implementing any changes, to ensure widespread understanding and familiarity.

ACTION

- Continue public education on parking rules and requirements.
- Apply appropriate resourcing.
- Develop updated protocols to guide enforcement levels, meeting community expectations.

3.6 Paid parking

Paid parking can provide improvements to the operation and performance of existing and future parking facilities. It will only be applied selectively in line with the policy.

Paid public parking exists on the Sunshine Coast. Paid parking is a user pays system. Council will only introduce additional paid parking for clearly stated reasons, in selected larger urban centres.

Putting a price on parking encourages a more efficient use of high demand parking. Increasing turnover allows more people to access convenient parking. Also, paid parking helps cover the costs of new infrastructure and parking management improvements that deliver benefits to all drivers.

This is why similar sized councils successfully use paid parking to manage parking for the benefit of both business and the community.

Before introducing paid parking, other management tools including time limits together with targeted enforcement will be investigated and used. The extent of paid parking is outlined in relevant LAPPs.

Benefits from paid parking

There are a number of significant benefits from the selective use of paid parking:

- Improves the turnover of in-demand parking spaces at short-term destinations, increasing access to business and services
- Increases the likelihood that drivers will find high-demand parking spaces available
- People use more self-regulation to minimise their parking costs, which means less enforcement
- Can reduce demand for investment in additional parking due to better use of existing parking
- Encourages the use of public transport, cycling and walking as alternatives, reducing parking demand
- Builds a solid case to advocate for improved public transport on the Coast
- Allows visitors to contribute to the cost of parking
- Contributes funds towards the ongoing operation, maintenance and investment costs of improving parking for everyone
- Only those who use parking in paid parking locations, pay for that parking
- General rates may not have to be increased to pay for additional parking supply.

Issues related to paid parking

The introduction of paid parking in a new area or with a new facility can be unpopular and may be difficult to accept. It is natural to resist change. However the overriding community benefits justify the extension of paid parking to a few selected areas in centres, to better manage parking.

Although paid parking may increase the immediate 'hip-pocket' cost of individual trips, this is a fairer approach than charging all residents through general rates increases.

The need to prepare a Residents' Benefit Scheme would recognise the contributions made by both visitors and locals towards the utilisation, provision and management of paid parking.

The introduction of paid parking will see additional investment into infrastructure supporting improved travel choice such as public transport, cycling and walking.

Any potential problems that may result from paid parking, like increased parking in surrounding residential areas or temporary shift of customers to centres without paid parking, will be carefully monitored and actively managed.

The introduction of paid parking will help council to improve parking within those centres and improve the parking opportunities for drivers, business and the community.

Revenue from paid parking will be used to:

- pay for the operation, maintenance and the repayment of financial outlays for public off street facilities
- pay for the operation and maintenance of on-street parking with any surplus revenue returned to improvements in the same area
- develop smart parking information systems guided by a Smart Parking Technology Plan.

Paid parking revenue will be deposited in the Parking Investment Fund. The decisions for accessing the Parking Investment Fund, will be guided by the Parking Investment Fund Policy. Consideration will also be given to the application of a reduced charge period.

Policy 6.1
Paid parking

- Council will use paid parking in selected areas.
- Any decision to introduce paid parking in a particular area will be made after considering:
  - location of activities that generate high parking demand
  - differences in demand across the day, week or season.
- On-street paid parking is usually applied with a time limit.
- Revenue from paid parking and infringements will be used to achieve local and regional parking outcomes.
- The Parking Investment Fund Policy will guide revenue management and allocation.

ACTION

- Adopt a Parking Investment Fund Policy.
- Establish a Parking Investment Fund.
- Create a Smart Parking Technology Plan.
- Prepare a Residents' Benefit Scheme.

3.7   School parking

Drop-off and pick-up times at schools can create congestion in on-street parking areas surrounding schools.

In most instances parents only need very short term drop-off and pick-up kerbside locations. This results in a very high turnover which requires well designed facilities with efficient circulation patterns.

Parking for teachers, longer term visitor needs and student parking should be accommodated on-site in off-street locations. The practice by Education Queensland of developing inappropriately planned and delivered parking facilities transferred to local government is unacceptable. Visitor needs, student parking and short term drop-off and pick-up arrangements need to be accommodated as part of a holistic design. Council will continue to work towards a more responsible and equitable outcome.

Policy 7.1
School parking

- Long term school staff parking should be provided on-site in off-street locations.
- Kerb side areas should be provided to enable safe and efficient pick-up, drop-off and circulation.
- Sufficient on-site parking and drop-off areas are to be provided at all new schools by the school proponent.

ACTION

- Advocate for the State to take responsibility for its school generated parking demand in appropriately sized and located facilities.
- Work with private schools to optimise parking, pick up/drop off and traffic circulation outcomes.
- Specific operational problems at individual schools will continue to be addressed by council in cooperation with the school community.

3.8   Event parking

Events can generate significant demand for parking facilities. In order to address these peak demands, event parking plans are required to complement event traffic management plans. The scale of temporary parking facilities and management techniques identified should be broadly based on the size of event, day of the week and times of the day of the event.

Event organisers need to consider the use of temporary parking arrangements and any impacts to surrounding areas. Use and promotion of alternative travel modes should be encouraged.

Policy 8.1
Event parking

• Traffic management plans submitted for events will include event parking management plans.

ACTION

• Incorporate event parking management plan requirements into permit applications for events.

3.9   Forecasting parking demand

Forecasting future parking demand is a complex matter relying on a series of assumptions and inputs. Forecasting is possible, however assumptions need to be made regarding the factors that influence parking behaviour.

These factors can include:

- population forecasts
- visitor forecasts
- predicted future development
- surveys of trip purpose
- modal split
- forecast trip ends from council's transport planning model
- parking use trends
- quantity and mix of parking
- existing and change in public-private parking ratio
- new technology.

Forecasting processes will therefore be tailored for the location being considered.

Finding, analysing, and developing robust datasets to support the inputs is a resource intensive process. Even with the best available data it remains difficult to eliminate uncertainty from forecasts.

Parking surveys and associated work should be regularly undertaken to monitor parking status and to assess any ongoing demand impacts and trends of an area.

Policy 9.1
Forecasting parking demand
- Use appropriate datasets for forecasting of parking demand for a specific area.

ACTION
- Monitor and develop relevant datasets to help assess and guide forecasting of parking demand.

Parking surveys and associated work will be regularly undertaken to monitor parking status and to assess any ongoing demand impacts and trends of an area.

4 Local Area Parking Plans

The community has historically provided direct and indirect feedback on parking in a number of ways including correspondence, meetings, phone calls and other interactions. This ongoing feedback forms a basis for understanding issues and opportunities in different locations. This is supplemented by data collection and analysis.

A Local Area Parking Plan (LAPP) will incorporate local community and key stakeholder feedback to ensure that local issues are identified.

On the Sunshine Coast, the Parking Policies will provide guidance for the broad implementation of appropriate parking management to meet local area outcomes.

There are locations that will experience more complex parking patterns and/or constraints and higher pressures on parking due to demand.

Any action will be shaped by each location's:

- mix of business and community facilities
- mix of public and private parking
- size of the area
- impacts of growth
- geography
- natural attractions.

In these locations, parking needs can vary by day, week and season. More detailed consideration of suitable parking management in these areas is warranted through the development and maintenance of an LAPP.

The intent of an LAPP is to provide a detailed assessment of parking, and based on the findings of the assessment, include recommended management strategies to be applied as necessary. An LAPP will be generally consistent with the Parking Policies. Variations can occur where there is sufficient evidence or significant site specific characteristics that would support the delivery of a better local community outcome.

Policy 10.1
Development of a Local Area Parking Plan

- The approach and actions nominated in an LAPP would be generally consistent with the Parking Policies. Local variation is possible where there is evidence indicating an alternative approach is appropriate to deliver a better community outcome.

- An LAPP will include:

  - an overview of the local area

  - a discussion of the existing parking situation

  - identification of any existing parking issues

  - a review of predicted growth to determine future parking needs

  - an action plan for implementing future parking measures.

ACTION

- Develop Local Area Parking Plans tailored to the parking needs of individual locations.

5   Coordination and management

To implement the Parking Management Plan there needs to be a review of current business practices to conform to policies and outcomes outlined in the Parking Management Plan.

The review will cover a range of areas relevant to parking including:

- planning
- regulation
- enforcement
- parking systems, equipment and technology
- communication
- data gathering and analysis.

Council needs to provide the appropriate staff and resources to meet the objectives of the Parking Management Plan and to develop and undertake the actions outlined in the LAPPs.

Currently, parking policy, management and regulation extend across various areas within council. Parking management requires a single centralised unit to integrate and coordinate the management of all aspects of parking including the Parking Investment Fund Policy responsibilities.
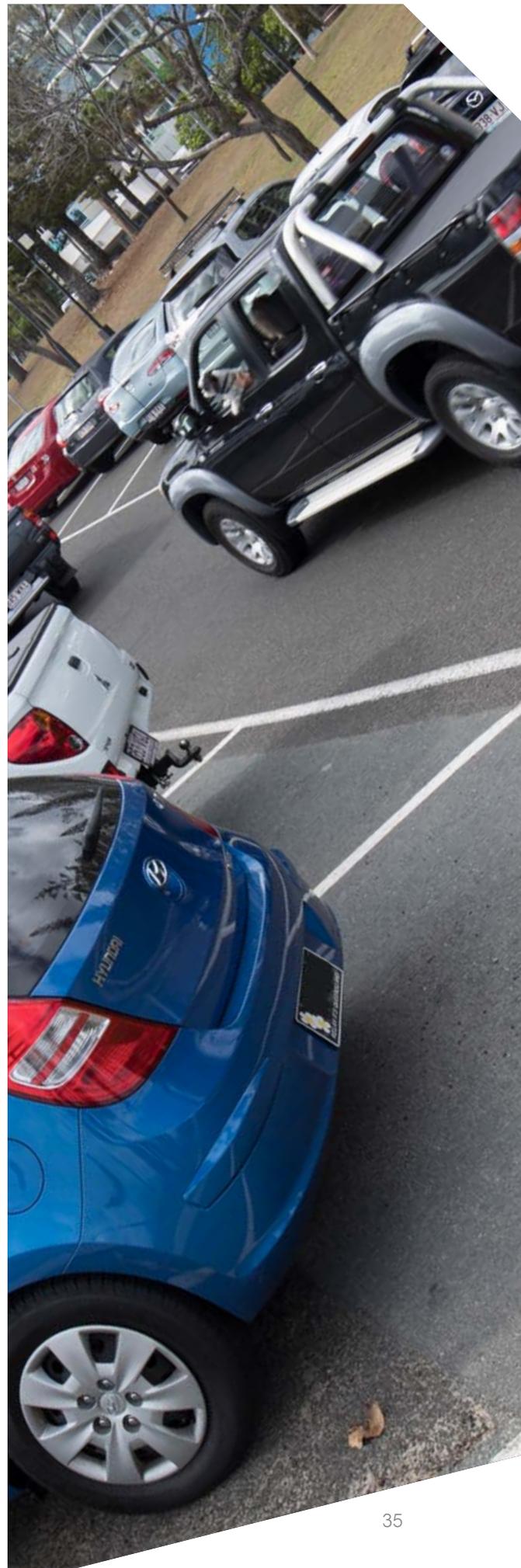
Policy 11.1
Coordination and Management
- Council will apply adequate resources to achieve parking management outcomes.

ACTION

- Review current business practices and create appropriate policies and guidelines to implement the Parking Management Plan.

- Create a centralised Parking Management Unit.

Parking Management Plan: Policy list

Action

- Develop a guideline for parking on nature strips and verges in limited situations.

Policy 1.1: Levels of service for public parking

- The target level of service to be achieved for public parking will generally be 85% occupancy for on-street parking and 90% for off-street parking.

- The parking expectations outlined in *Table 1: Parking expectations and walking distances* are to be broadly used when determining whether the desired levels of service are achieved over an appropriate area.

Policy 1.2: Public parking intervention levels

- *Table 2: Public parking intervention levels* summarises the intervention levels for parking management techniques including, introducing time restrictions, modifying time restrictions, and/or introducing paid parking.

Action

- Undertake ongoing parking surveys and studies to understand the demand for parking and to inform the most appropriate actions for each area.
- Develop a reference database and trend information to assist decision making e.g. an inventory of public and private parking, utilisation and turnover, etc.
- Develop a better understanding of trip purpose and associated parking demand for specific localities.

Policy 1.3: Use restrictions

Loading zones

- Loading zones will be provided in convenient locations to serve local business, commercial and retail activities.
- Parallel parking is the usual configuration to be used.

Accessible parking

- Provide accessible parking which is physically accessible, affordable and safe to use.
- Accessible parking spaces will be considered in commercial and mixed use areas. As a general rule, accessible parking will not be provided in residential areas.
- A zero tolerance approach will continue to apply to the enforcement of vehicles illegally using accessible parking spaces.
- The *Sunshine Coast Planning Scheme 2014* and *National Construction Code* deal with on-site parking requirements for development.

Taxi parking

- Taxi stands will be considered in locations where there is a demonstrated high public demand for taxis and with involvement from the Department of Transport and Main Roads.
- Night-time taxi stands will be considered in areas where there is high night-time activity. Using loading zones or bus stops at night will also provide better use of existing parking space.
- In general, taxi stands will not be considered in residential streets.

Policy 1.3: Use restrictions *continued...*

Bus parking

- Space for bus stops will be provided along designated scheduled bus routes in consultation with TransLink.
- Longer-term (greater than two hours) bus parking should be located on the edge of a centre away from high demand active street frontages.
- Coach parking will be considered as part of development and in locations of key tourist interest where a significant demand can be identified.

Motorcycle parking

- Motorcycle parking will be provided, subject to demonstrated demand.
- On-street space that is not suitable for regular car parking should be targeted.

Other

- Provide emergency service parking as agreed.
- Some short term parking can be considered where there is community benefit (eg. Mobile library, Red Cross blood donations, etc.).
- Public on-street space will not be allocated to the specific benefit of an individual or business.
- Future electric vehicle charging sites are best provided for in off-street parking areas.
- Provision of future 'car share scheme' parking should be off-street where possible.
- Using loading zones or bus stops at night will provide better use of on-street parking.
- Provide short term parking for recreational vehicles in selected locations.

Action

- Develop and implement internal guidelines to assist in the consistent approach to specific needs parking.
- Publish maps for public parking in centres.
- Provide easily accessible information on location, availability, pricing and regulation of parking in centres.
- Leverage technology in the dissemination of parking information.

Policy 1.4: Parking permits

Business permits

- Existing permits will be phased out.
- A permit will only be issued where an applicant can demonstrate a clear community benefit, no alternative parking solution is available and a continuous high parking utilisation exists.
- A range of temporary short-term parking permits will continue to be available for business, charitable or not for profit groups that need temporary access to a parking space to carry out a specific short-term activity or fundraising.

Policy 1.4: Parking permits *continued...*

Residential permits

- Where a residential permit scheme is implemented or continued, it:
  - Is issued annually to one vehicle per residence
  - Is limited to one permit per residence
  - Does not guarantee the availability of parking
  - Applies to cars and light commercial vehicles and is not available for trailers, caravans, trailered boats or large rigid vehicles
  - Provides cost recovery for administration
  - Exempts permitted vehicles from time limits
  - Limits non-permitted vehicles to any time limits applying (usually 2 hours)
  - Applies permits to a defined area
  - Is limited to residential zones
  - Is not available in areas with on-street metered parking.

Metered parking permits

- Existing metered parking permits will be replaced by a Sunshine Coast pre-paid parking permit system:
  - Fees as determined by council at commercial value and possibly by location
  - War veteran discount continues.

Action

- Issuing of business parking permits to be in line with the adopted policy.
- Issuing of residential parking permits to be in line with the adopted policy.
- Develop a new pre-paid parking permit system in line with the adopted policy taking advantage of technology.
- Review criteria and eligibility of remaining permit types.

Policy 1.5: Parking on high order roads

- Parking provision on new roads will be in accordance with the *Sunshine Coast Planning Scheme 2014*.

- Existing on-street parking on high order roads will be considered for removal if there is a justified need.

Policy 1.6: Off-Street public parking investment

- Where additional public parking is to be provided, council will adopt a strategic and commercial approach to the location and size of parking facilities. This approach should guide timely investment decisions to own and control sites for the establishment of publicly available parking to meet future needs in a cost-effective manner.

- Council will control new off-street public parking.

- Introduction of paid parking to fund additional public parking supply is a valid funding source.

Action

- Develop an investment policy and protocol to assist assessment and decisions related to the provision of additional public parking supply.

Policy 2.1: Private Parking

- Council will work to ensure private parking contributes to parking outcomes for a centre, location or destination.
- The Planning Scheme will, where necessary, recognise staff, customer and other parking needs separately.

Action

- Engage with the development industry, property owners and the community to maintain the role of private parking in a centre, location or destination.
- Review the Planning Scheme requirements to consider recognising staff and customer parking needs separately.

Policy 2.2: Parking associated with development

- Undertake monitoring to ensure that the Planning Scheme parking requirements are reviewed, up to date and relevant to cater for current and future needs.

- A review of parking rates for specific areas and/or sites may be triggered by new approaches such as significantly improved public transport and/or car share schemes, etc.

- Council will retain and apply a minimum parking rates policy to development. Any variations, for specific site developments or to an area as a whole, will only occur after consideration of evidential information relating to matters including:
  - The ability of the site to provide the required parking
  - Any efforts to effect consolidated parking outcomes
  - The quantity and availability of private and public parking in the area
  - The ratio of public to private parking
  - The likely consequences in the short and long term of the proposed change and the community impacts.

- Payment of contributions in-lieu through an Infrastructure Agreement where minimum requirements are not met.

Action

- Collect evidence of different land use parking utilisation.
- Develop a discussion paper on parking rates and whether change is warranted.
- Review rates required for infill and greenfield residential development for on-site parking and on-street parking.
- Consider application of different parking rates on a specific geographical or other basis.

Policy 2.3: Regulation of private parking

- Regulation of private parking is to be dealt with on a case by case basis.

- Council will only regulate private parking where there is a demonstrated benefit, and will not have a significant negative impact on public parking assets and facilities.

Action

- Evaluate each request for regulation on its merit.

Policy 2.4: Consolidated and shared parking

- Council will encourage developers to cooperate to create consolidated and shared parking.

- Council will consider permitting a small reduction in the number of parking bays to be provided in consolidated facilities on a case by case basis.

- Council will develop a contributions in-lieu policy.

Action

- Continue to advocate to development for consolidated parking outcomes.
- Create and adopt a contributions in-lieu policy.

Policy 3.1: Travel behaviour change

- Develop, implement, support and inform on travel demand initiatives with the capacity to effectively reduce reliance on private motor vehicle trips to achieve a similar reduction in parking demand.

Action

- Track the trends of travel mode and trip purpose locally and in the wider area.
- Introduce park and ride facilities.
- Advocate for continued improvement to public transport services and infrastructure.
- Seek a coordinated approach with the State linking public transport improvement with parking demand management.
- Provide improved active transport infrastructure.
- Educate on travel choices which reduce parking demand.
- Communicate the benefits of a shift away from private vehicle reliance to other travel modes, even if only for some trip purposes.

Policy 4.1: Parking management systems

- Apply cost effective and appropriate technology to benefit drivers and to provide informed and responsive parking management.

- Integrate technologies and co-ordinate the management of parking operations, enforcement and communication.

- Improve the collation, analysis and dissemination of information related to parking.

- Update planning and policy to reflect new technology.

Action

- Provide easily accessible information on the location, availability, pricing, regulation, and penalties associated with parking in clear and legible ways, which leverage technology opportunities.
- Investigate technology trends and identify cost effectiveness combinations which provide the parking outcomes sought.

Section 3.2

Section 3.3

Section 3.4

Policy 5.1: Parking enforcement

- Parking enforcement is proportionate, courteous and consistent. Enforcement is used to:
  - Deal with unsafe situations
  - Encourage compliance
  - Achieve desired levels of service
  - Meet overall objectives of an area.

- In areas where enforcement is undertaken, it is important that:
  - Signs and markings are clear, comprehensive and consistent, reducing unintentional infringements
  - Good information and marketing are provided both before and after implementing any changes, to ensure widespread understanding and familiarity.

Action
- Continue public education on parking rules and requirements.
- Apply appropriate resourcing.
- Develop updated protocols to guide enforcement levels, meeting community expectations.

Policy 6.1: Paid parking

- Council will use paid parking in selected areas.

- Any decision to introduce paid parking in a particular area will be made after considering:
  - location of activities that generate high parking demand
  - differences in demand across the day, week or season.

- On-street paid parking is usually applied with a time limit.

- Revenue from paid parking and infringements will be used to achieve local and regional parking outcomes.

- The Parking Investment Fund Policy will guide revenue management and allocation.

Action
- Establish a Parking Investment Fund.
- Adopt a Parking Investment Fund Policy.
- Create a Smart Parking Technology Plan.
- Prepare a Residents' Benefit Scheme.

Policy 7.1: School parking

- Long term school staff parking should be provided on-site in off-street locations.

- Kerb side areas should be provided to enable safe and efficient pick-up, drop-off and circulation.

- Sufficient on-site parking and drop-off areas is to be provided at all new schools by the school proponent.

Action
- Advocate for the State to take responsibility for its school generated parking demand in appropriately sized and located facilities.
- Work with private schools to optimise parking, pick up/drop off and traffic circulation outcomes.
- Specific operational problems at individual schools will continue to be addressed by council in cooperation with the school community.

Policy 8.1: Event parking

- Traffic management plans submitted for events will include event parking management plans.

Action

- Incorporate event parking management plan requirements into permit applications for events.

Section 3.8

Policy 9.1: Forecasting parking demand

- Use appropriate datasets for forecasting of parking demand for a specific area.

Action

- Monitor and develop relevant datasets to help assess and guide forecasting parking demand.

Section 3.9

Policy 10.1: Development of a Local Area Parking Plan

- The approach and actions nominated in an LAPP would be generally consistent with the Parking Policies. Local variation is possible where there is evidence indicating an alternative approach is appropriate to deliver a better community outcome.

- An LAPP will include:
  - An overview of the local area
  - A discussion of the existing parking situation
  - Identification of any existing parking issues
  - A review of predicted growth to determine future parking needs
  - An action plan for implementing future parking measures.

Action

- Develop Local Area Parking Plans tailored to the parking needs of individual locations.

Section 4

Policy 11.1: Coordination and Management

- Council will apply adequate resources to achieve parking management and outcomes.

Action

- Review current business practices and create appropriate policies and guidelines to implement the Parking Management Plan.
- Create a centralised Parking Management Unit.

Section 5

Glossary

Term	Definition
Accessibility	The ability to reach desired goods, services, activities and destinations. Accessibility can be viewed from different perspectives, such as from the perspective of a particular location, a particular group, or a particular activity.
Accessible (disabled) parking	Parking designed to accommodate people with disabilities and other special needs.
At-grade parking facility	Parking provided in a dedicated off-street location at the same level as the adjacent road, street or property.
Autonomous vehicle (driverless vehicle)	A vehicle that is capable of sensing its environment and navigating without human input. Autonomous cars can detect surroundings using a variety of techniques such as radar, lidar, GPS, odometry, and computer vision.
Capacity	Total number of marked parking spaces provided within a parking facility or location. Can also refer to an estimated number of vehicles capable of being accommodated in an unmarked area.
Car park	A place set aside for the parking of passenger vehicles.
Car pooling	Pre-arranged ride-sharing of a car trip for the purpose of commuting or other purpose. The car is usually provided by the driver.
Car share	Membership-based programs facilitating short-term access to a car, often operating in inner-city locations. The car is usually provided by a third party.
Condition	Applying conditions or requirements to the approval of a development application.
Consolidated parking	Parking from a number of land uses or developments which is combined into a single location. Benefits include more shared parking, fewer driveway crossings and flexibility in future years.
Contribution in-lieu	Contribution in-lieu payments allow developers to pay into a fund for off-site council parking facilities instead of providing all the development required parking on-site.
Demand	The number of vehicles desiring to park at a specified location or area. This may vary hour by hour and day by day.
Development	The creation of new land use, facilities and buildings.
Development assessment	Queensland has a common system which sets out how development applications should be made and assessed. Council is usually the assessment manager; however through the state assessment and referral agency the state also manages some applications.
Duration of stay	The length of time in minutes or hours a vehicle stays parked in a parking area. Average parking duration is the ratio of total vehicle hours to the number of vehicles parked.
Employee/staff	A person whose place of work is located within the area being reviewed.
Enforcement	A range of procedures and actions taken by council (and Police) to ensure that a person or organisation complies with their statutory obligations.
High order roads (key transport corridors)	Major roads with a road network hierarchy – usually District Collector or higher as defined in the *Sunshine Coast Planning Scheme 2014*.

Term	Definition
Level of service	A qualitative index for ranking based on factors (e.g. for parking – convenience, proximity and legibility).
Long-stay (see also short-stay)	Describes the length of parking duration permitted. Long-stay is four hours or greater. Short-stay is two hours or less.
Maximum parking rates	Limit on the amount of parking allowed at a particular site for a specific land use or within a particular area. Any maximum parking rates would be set out in the *Sunshine Coast Planning Scheme 2014*.
Minimum parking rates	The least amount of parking required to be provided by development for all demand generated by a specific land use or combination of land uses. Minimum parking rates are set out in the *Sunshine Coast Planning Scheme 2014*.
Mode choice	Choice of travel mode by an individual, business or household considering all the travel parameters of the competing modes.
Modal split	Describes the percentage of trips, people or goods moved by different forms of transport.
Mode	Method of transport by type, e.g. motor vehicle travel (as driver or passenger), bus, light rail, cycling and walking.
Mode shift (Travel behaviour change)	The change in use of the different travel modes over time. (This change can occur naturally or can be encouraged by specific programs, approaches and infrastructure. For example, parking supply can be managed to make alternative travel choices more viable.)
Multi-storey structure/facility/site	An off-street car parking facility that has more than one parking level. This can include multi storeys above and below ground.
Nature strips	The part of a road reserve from the edge or kerb of the road to the property boundary not including a pathway or driveway.
Occupancy	The proportion of time that a vehicle is parked in a space over a given time period. Can also be applied to a designated grouping of parking spaces. Average occupancy is the average of the occupancy values for a given time interval.
Off-street parking	Refers to all parking not on a road or street.
On-street parking	Refers to all parking in a road reserve.
Paid parking	Parking in a designated parking space during fixed hours on payment of a prescribed parking fee.
Park and ride	System in which people drive to a specified location, park there, and board public transport or other mode for a defined destination.
Parking bay/space	An area intended for occupancy by a single parked vehicle. The bounds of the parking bay may be marked on the pavement surface, usually in white paint.
Parking permits	A scheme that allows particular users or vehicles to avoid some restrictions that may apply to specific parking spaces or areas.
Parking survey	Recording of vehicle parking over a specific time period, which can later be analysed to provide data on occupancy, duration and turnover for an area.

Term	Definition
Peak	The highest demand (volume) of parking during the day usually expressed for a period (peak hour, peak half hour, day, etc.).
Peak occupancy	The highest occupancy recorded for an area at the peak time.
Private parking	Is off-street. Not controlled or owned by council. A car park (e.g. at a residential development or place of business) which is provided as part of development and on private property intended to be used by the residents and visitors or staff and customers. Also includes a facility provided by an entity other than council, available for use to the broader area.
Proximity	How close to a particular destination.
Public off-street parking	A car parking space that is located outside of the road reserve and is available for general use and located on council controlled and/or public land.
Public on-street parking	A car parking space that is located within a road reserve and is available for public use. Council controlled and managed.
Public-private parking ratio	The proportion of the overall parking supply that is available based on public parking compared to private parking.
Regulated parking	A parking bay, zone or area that has a parking restriction conveyed by signage and/or line marking.
Resident	A person who resides within the boundaries of an area of interest or the Sunshine Coast Council region.
Restricted bay	The car park bay which is subject to a restriction, either a time or a specified use restriction (i.e. loading zone, accessible parking permit, bus zone, emergency vehicle only, etc.).
Revealed (Parking) Demand	A measure of the observed use being made of a particular parking facility or on-street parking provision.
Ride sharing	Where a vehicle carries additional passengers when making a trip, with minimal additional distance travelled (private arrangement or through a service provider).
Shared parking	Parking spaces that are generally available for more than one use, which allows parking facilities to be used more efficiently. Generally refers to parking serving a number of different land uses which generate peak demand at differing times across a day allowing an overall reduction in the quantity of parking required to service the land uses individually.
Short-stay (see also long-stay)	Short-stay is two hours or less. Long-stay is four hours or greater.
Sunshine Coast	Sunshine Coast Regional Council area.
Supply	The quantity of parking bays available at a parking location when vehicles are appropriately parked.
Sustainable transport modes	Means of transport that are more sustainable than trips by single occupant passenger vehicles. Generally refers to Public Transport, walking and cycling.
Temporary parking	Parking provided for a short period of time to meet a short-lived peak demand or need.
Time restricted parking	Parking bay or area that is subject to a time limit restriction.

Term	Definition
Traffic Management Plan	Implementation of measures identified in an approved plan. It would assure the smooth operation of the road network including relocated or temporary parking arrangements.
Travel demand management	Various strategies that change travel behavior (how, when and where people travel). Usually applied to increase transport system efficiency and achieve specific objectives.
Trip end	The destination of a particular trip.
Trip purpose	The reason for making a trip, including: work; education; services and day to day activities; social and recreational activities.
Turnover	The total number of vehicles that park in the parking bays being considered over a specific period of time.
Typical day	A day when the observed parking represents the use expected for most of the year.
Unoccupied bay/space	A parking bay/space that does not have a vehicle parked in it.
Unrestricted parking	A parking bay/space that does not have any parking restrictions applicable to it (i.e. no time restriction, no specified use restriction, etc.).
Utilisation	The degree to which the available parking supply is used. Generally measured by occupancy.
Verge	The part of a road reserve from the edge or kerb of the road to the property boundary.
Visitor	A person who resides outside the boundaries of the area of interest (or Sunshine Coast Council area) and visits the area of interest.

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