

Buderim

Buderim's popularity draws a large number of resident and visitor trips to the town centre along Burnett Street. Due to the number of trips to the area, there is a consistent demand for car parking infrastructure.

KEY ISSUES

Specific areas experience high demand and see periods of intense activity. Private parking is also heavily utilised, however considering the overall supply, parking is generally available.

Public/private parking mix

A relatively high proportion of parking is located in private off-street areas to service their business operations. There is about 1050 private off-street bays compared with about 550 public on and off-street bays, of which only about 150 bays are time restricted.

The continued availability and use of private parking is important for Buderim.

Demand variation

Survey data indicates parking demand is higher on weekdays. The figure shows the typical occupancy variation for a weekday for different parking types within the core area of Buderim. Public off-street parking off Ballinger Road experiences periods of peak occupancy levels higher than 85% during the week compared to weekend occupancy levels of less than 40%. Main Street also experiences short daily peaks in parking demand associated with school drop-off and pick-up times.

Duration of stay

Survey data showed that about 80% of weekday parking was for 2 hours or less. Only a small number of vehicles were identified as overstaying in time restricted bays.

In the northern public off-street car park (access off Lindsay Road), only about 20% of vehicles stay greater than 4 hours with less staying 'all day'.

In the Main Street area, data showed that about 15% of vehicles stay for longer than 4 hours.

Pressure points

The core area of Buderim (Upper Burnett Street and Lower Main Street) currently experiences periods of high demand. Areas designated as 1P parking have 85-100% occupancy across much of the day due to their central location on Burnett Street. A high turnover rate is achieved in the 1P parking bays resulting in regular bay vacancies which support commercial activity and local businesses.

Private parking

Off-street private parking sites around Burnett Street and Main Street are well known and well-utilised, showing high occupancy across the day. At times this may result in spillover into public parking areas for short periods.

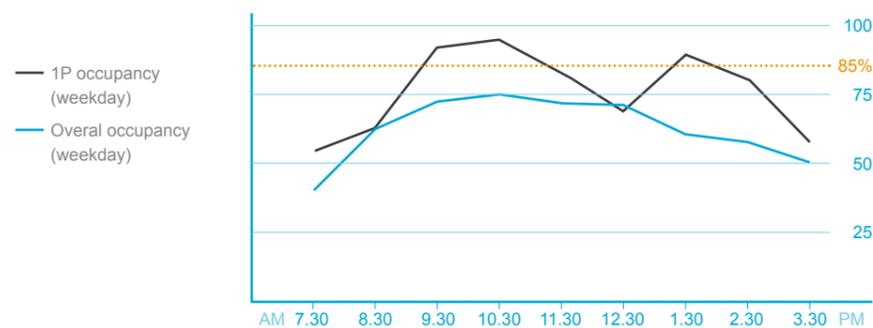


Weekend parking occupancy (typical peak)



Weekday parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Buderim daily occupancy fluctuations

+8%



2016 to 2026 population estimates

+2753 (Total 35,633)

Data reflects the combined growth figures for the combined area of Buderim, Kuluin, Kunda Park and Mons.



Buderim

The aim is to make better use of existing parking infrastructure in Buderim town centre. Targeted initiatives are proposed to meet the additional demand of future growth.

PARKING STRATEGY

- Improve parking signage and pedestrian wayfinding in targeted areas to improve legibility and convenience for users
- Formalise existing off-street parking locations to improve efficiency and maimise use
- Promote use of existing off-street parking and explore opportunities for future expansion of sites to meet growth in demand
- Monitor parking, growth and local trends to improve decision-making
- Investigate and implement value for money technologies to improve local parking experience and management

BENEFITS

- Improved signage and pedestrian wayfinding encourages parking in underused parking areas
- Higher turnover and availability of parking in commercial areas, supporting greater access to local businesses
- Formalised parking bays and signage ensures efficient use of space
- Less parking spillover from high use areas into residential streets
- Encourages return visits

ONGOING STRATEGIC ACTIONS

The Buderim area will continue to experience some growth in parking demand, particularly along the Main Street and Burnett Street commercial areas. To lessen impacts of this demand, the following actions will:

- monitor parking use in Buderim to reveal parking behaviour and emerging trends
- advocate for improved bus services to, from and within Buderim
- promote public transport, cycling and walking to reduce parking demand
- new development must provide for its generated parking demand
- enforce regulated parking to improve the use of priority parking.

Short to medium term (1-5 years)

- Improve parking signage and pedestrian wayfinding in the Town Centre and key parking areas. This will improve visitor awareness of parking options and provide better pedestrian access
- Introduce parking technology to help drivers find available spaces in off-street public parking areas
- 1 As demand increases, formalise on-street parking spaces in Ballinger Crescent, by introducing line markings
- 2 Negotiate with the State Government for the long-term use of the Main Street car park (opposite the Buderim Mountain Primary School) and formalise the off-street public parking
- 3 Formalise existing car parking at the Buderim Village Park by sealing, line-marking and providing signage. The area may include a portion of time-restricted parking.

Long term (5+ years)

- Investigate options for additional parking using the northern public off-street car parking accessed off Lindsay Road.

TARGETED ACTIONS

The existing parking arrangement in Buderim has some capacity to cater for future needs. If existing trends continue, intervention will be required to ensure future demand is met.



Parking actions - Buderim