



Sunshine Coast Council
Local Area Parking Plans
September 2017 edition



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Acknowledgements

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The cover image features a blue-tinted aerial photograph of a coastal area with a road and a building. The text is overlaid on the top left of this image.

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Alexandra Headland parking Context and overview



KEY ISSUES

Alexandra Headland currently experiences high demand during peak holiday periods and events. The existing parking supply can accommodate typical demands and some growth over the next 5 years.

Weekly demand variation

Demand in Alexandra Headland is primarily driven by beachfront attraction and occurs on the weekends.

Seasonal demand

Alexandra Headland experiences its highest levels of short term demand during peak holiday periods as a key coastal beachfront destination. During the seasonal peak periods, on-street parking will extend further from the beach into the adjacent residential area or further along Alexandra Parade.

Parking pressure points

Parking occupancy monitoring shows existing parking is most under stress within:

- Areas surrounding the Alexandra Headland Surf Life Saving Club
- Mari Street
- Areas with direct access to the beachfront.

Some public parking areas remain popular resulting in high occupancy and high turnover.

Future road corridor improvements and the potential introduction of the light rail may require the removal and/or relocation of some on-street parking to support this network improvement, particularly near intersections.

Spillover

As demand increases, more on-street parking in nearby residential streets is likely to occur particularly during peak periods and is considered acceptable. Council will continue to monitor parking behaviour and identify long term additional parking locations.

Duration of stay

Parking surveys show that year round, on both weekends and weekdays, approximately 80-90% of vehicles stayed less than two hours. Nearly all vehicles stayed less than four hours. This indicates that turnover of spaces is occurring.

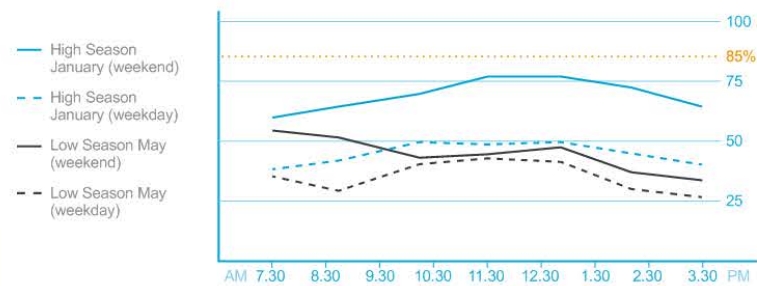
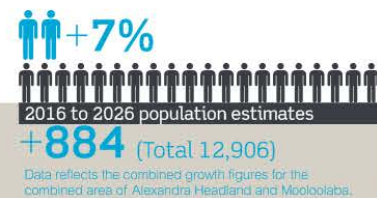


Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Alexandra Headland daily occupancy fluctuations



Alexandra Headland parking Actions and interventions

Alexandra Headland

Alexandra Headland will continue to grow as a popular place to live, work and visit. The plan aims to better use existing car parking infrastructure and proposes a range of targeted initiatives to support demand and address observed parking 'hot spots'.

PARKING STRATEGY

- Expand short term parking in high demand locations to support high turnover in key destinations
- Promote use of existing off-street parking sites and explore potential expansion to meet future growth
- Investigate and implement value for money technologies to optimise local parking management
- Track existing parking provisions, emerging demographics and trends to inform decision making

BENEFITS

- Increased parking availability and higher turnover adjacent to commercial activity areas
- Increased legibility and availability of parking information to improve user experience
- Encourage return visits
- Increases Council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

Alexandra Headland will continue to experience growth in parking demand predominantly along the beachfront. The following actions will occur to reduce potential growth impacts.

- Create a parking map that clearly identifies parking locations and restrictions for local residents and visitors
- Support an interactive smart parking app to facilitate journey planning
- Advocate to the State Government for improved public transport along the Alexandra Parade/ Aerodrome Road corridor to reduce traffic and encourage a modal shift that supports increased public transport patronage, walking and cycling
- Development and any re-development is to provide for its generated parking demand
- Monitor parking use in the area to reveal parking behaviour and emerging trends.

TARGETED ACTIONS

The parking arrangement in Alexandra Headland has some capacity to cater for future needs. Intervention will eventually be required to provide for future demand if existing growth trends continue.

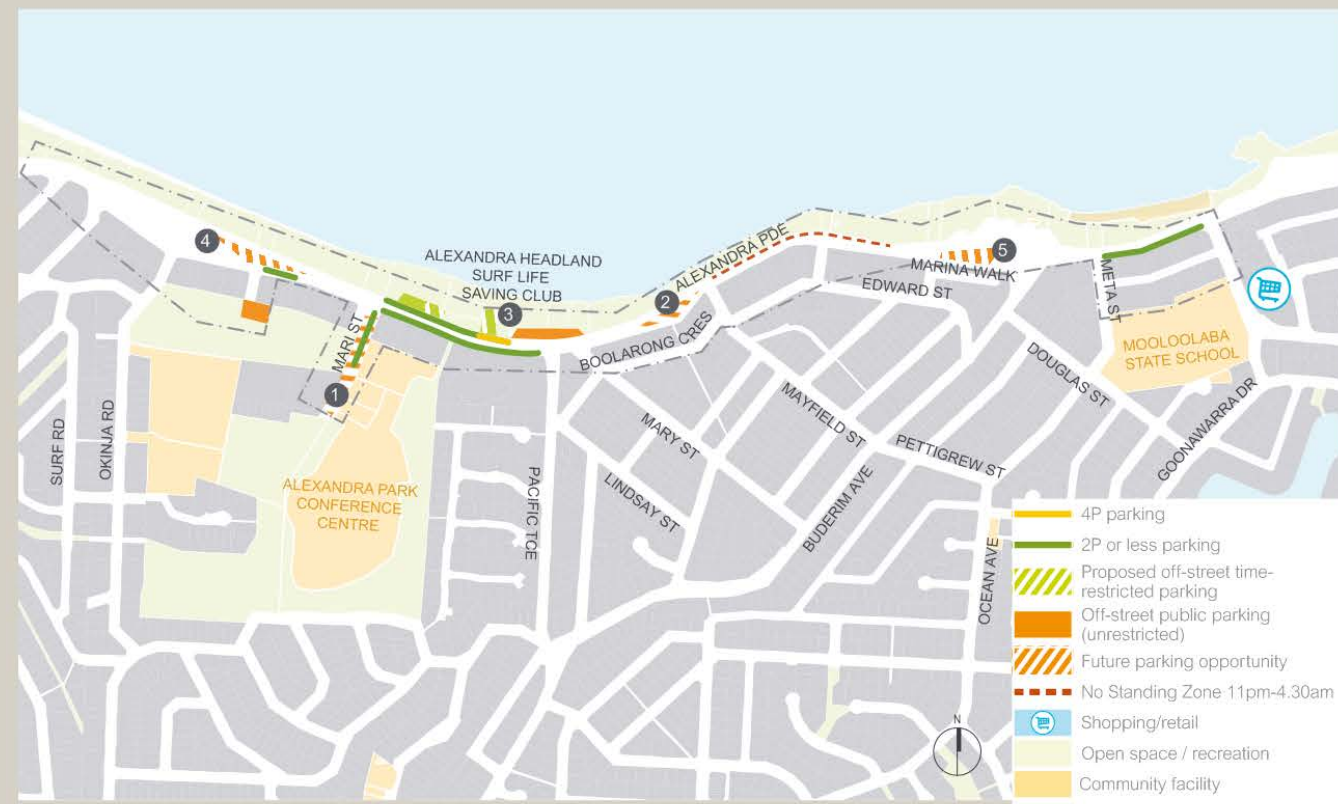
Some areas currently experience a higher concentration of parking demand in peak times. The following actions are to be implemented to reduce these impacts.

Short term (1-5 years)

- 1 Investigate the reconfiguration of on-street car parking to increase capacity along Mari Street
- 2 Investigate options for additional parking along Boolarong Crescent while retaining the memorial and iconic palm tree
- 3 Introduce time-restricted parking to some of the parking areas around the Alexandra Headland Surf Life Saving Club.

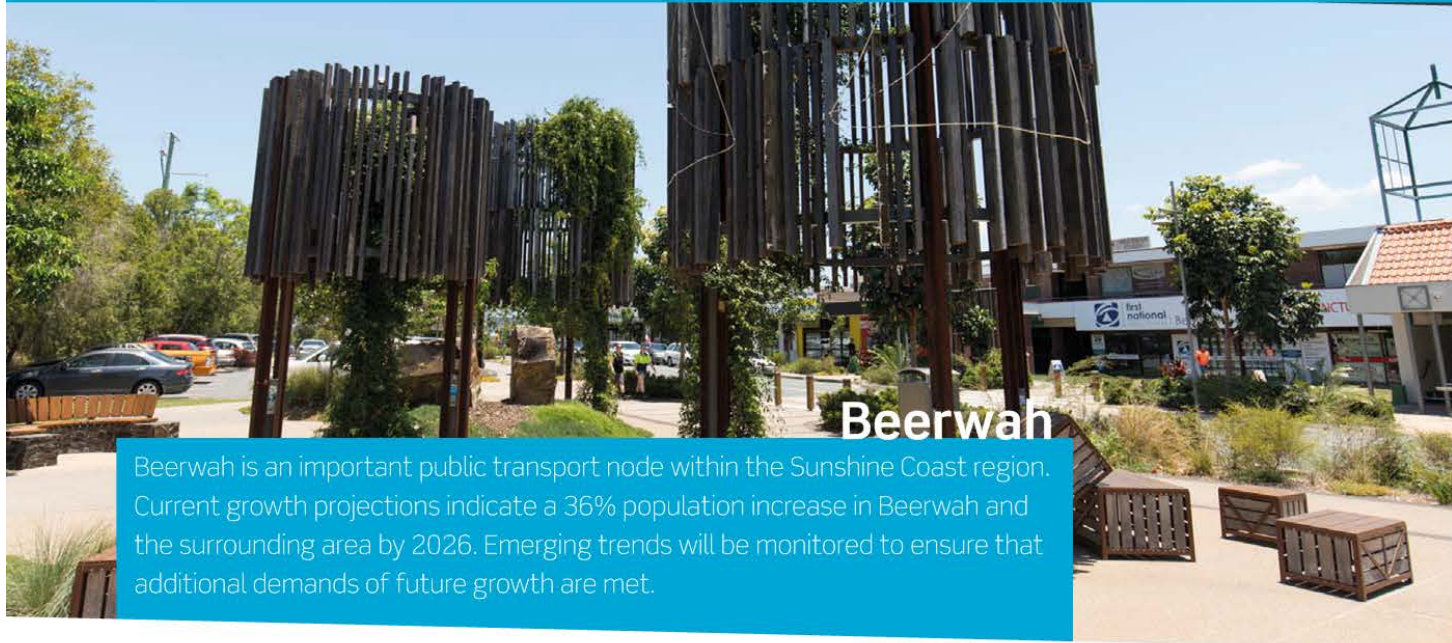
Long term (5+ years)

- 4 Investigate opportunities for reconfigured and additional parking at the intersection of Alexandra Parade and Okinja Road
- 5 Investigate options to expand the existing car park on Marina Walk.



Parking actions - Alexandra Headland

Beerwah parking Context and overview



KEY ISSUES

Beerwah is an active and functional centre, well-served by its existing parking provision. Localised parking pressures relate specifically to the train station and existing private developments.

Station car park usage

Survey data suggests that the Beerwah Parade train station commuter car park is being appropriately used as a park and ride site and spills into the informal area. Survey data indicates that the Simpson Street station car park is being used to support the adjacent shopping precinct. Rail parking should be increased on the Beerwah Parade railway station car park site, as the Simpson Street site has limited capacity for expansion.

Duration

In all the on-street parking locations (west of the railway line), about 85% of vehicles stayed 2 hours or less. Along Mawhinney Street, 86% of vehicles stayed 3 hours or less.

Private development spillover

Most developments in Beerwah are well-served by existing private off-street parking arrangements. Occupancy is observed to vary throughout the area. Busy periods in Beerwah's private off-street development areas may result in parking spillover into adjacent on-street and off-street public parking areas.

Pressure points

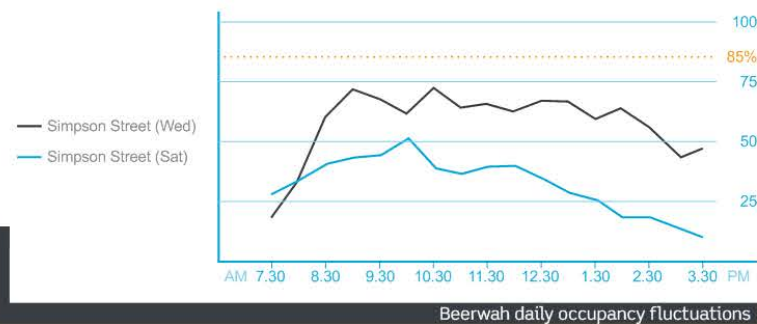
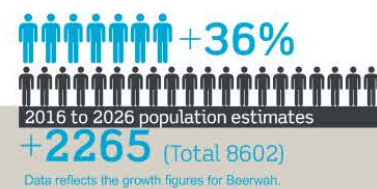
Beerwah Library and Community Hall was observed to experience high occupancy and parking spillover on weekends. Survey data indicates weekday parking demand is adequately accommodated.

Public parking

The majority of public parking demand occurs west of the rail line. On-street parking fronting commercial premises is well used, as is the Simpson Street off-street parking area. Overall parking demand is higher on weekdays than weekends.



Aerial Imagery supplied by NearMap



Beerwah parking Actions and interventions



Beerwah

The aim is to better use current parking provision by implementing a range of short and medium term changes that optimise the existing parking configuration.

PARKING STRATEGY

- Investigate and advocate for expansion of existing off-street parking sites to meet future demand
- Strengthen and improve pedestrian links between key destinations and parking facilities located within appropriate walking distances
- Expand short-term parking in high demand locations to support higher turnover
- Monitor parking measures, emerging demographics and trends to inform decision-making

BENEFITS

- Creates turnover and availability of parking in high activity commercial areas
- Helps parking through increased legibility and information availability
- Caters for projected future demands to support economic growth and encourage travel mode shift
- Improves management of parking spillover from high-use areas into the surrounding streets
- Creates opportunities for increased capacity once demand is demonstrated

ONGOING STRATEGIC ACTIONS

The parking issues in Beerwah are largely associated with spillover from commercial sites and the Library site. The following actions will occur as required or on a regular repetitive basis.

- Promote walking, cycling and public transport options to reduce parking demand
- Council will continue to require new development to provide for its generated parking demand in accordance with the Sunshine Coast Planning Scheme
- Continued monitoring of parking use in the Beerwah area, particularly on Simpson Street, to improve understanding of parking trends and investigate opportunities for additional parking capacity.
- With the duplication of the rail project extent of work being known, a revision of this LAPP may be required to manage any potential impacts
- Support an interactive parking app to facilitate journey planning.

TARGETED ACTIONS

The existing parking arrangement in Beerwah has some capacity to cater for future needs. Significant growth projections may require intervention to accommodate future demand during peak periods. No significant changes to the public on-street parking arrangements are necessary to support local transport, commercial and retail activities in the near term. The following interventions are to be implemented over a 10 year period to minimise these impacts.

Short term (1-5 years)

- Create a parking map for Beerwah to enhance legibility and guide users
- Advocate to the State Government for an expansion to the Beerwah Parade Station park and ride car park
- Construct an improved pedestrian link between the Beerwah Library and Community Hall through to Turner Street. This will increase cross-block permeability and allow a shorter walking distance for pedestrians accessing the Library.

Medium to long term (5+ years)

- Introduce 2P, time-limited on-street parking along parts of Simpson Street, south of Peachester Road to increase turnover and support the adjacent commercial uses
- Introduce use-restricted bays based on demonstrated need to support the associated land uses
- Park and ride capacity is increased.



Parking actions - Beerwah



Birtinya parking Context and overview



Birtinya is to become a unique major activity coastal centre that will accommodate health, education, commercial, retail, residential and recreational uses as a transit oriented area. A proactive approach to parking infrastructure is required to meet future demand.

KEY ISSUES

Birtinya is emerging as a key centre in the region and is being developed under unique development processes. These controls can have a significant impact on the provision of on and off-street parking. Many precincts are fully developed while some are still emerging. Paid parking is part of parking management of this area.

Pressure points

Each precinct will experience its own specific parking pressures relating to its land use. Existing supply and demand relating to short or long term parking is currently balanced. On-street parking along Innovation Parkway in the Business Village precinct is very well used with approximately 80% of the parking bays occupied across the business day and peaking above 85% for several consecutive hours in the day. Equally high demand exists at the Decks adjacent to the Commercial Centre and The Edge Development, due to spillover from nearby employee-intensive land uses with full or near full car parking facilities. The limited public on-street parking near the hospital is well used.

With the opening of the Sunshine Coast University Hospital there will likely be some parking spill over into adjacent areas, particularly residential areas.

Future development

Parking infrastructure must be delivered in alignment with development requirements. Future development for the area includes:

- Sunshine Coast Public University Hospital (opened 2017 and expansion to 2021)
- Kawana town centre precincts
- Remaining development along Innovation Parkway
- The Health Hub Precinct
- Planned future residential development on Birtinya Island, Kawana Town Centre, the Health Hub and Bokarina Beach.

The majority of the parking will be private off-street parking with limited public on-street parking, except in residential areas.

Event Parking

Event parking associated with the district and regional scale facilities at Sportsman's Parade can have impacts on the area. The extent of these impacts depend on the size and timing of an event. Event traffic management plans must include parking management arrangements.

Transit

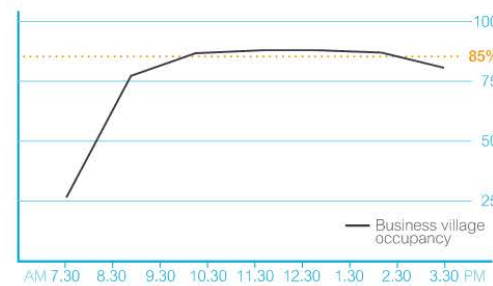
The Birtinya area requires improved public transport services to limit parking demand and support the desired transport and parking outcomes. Initially, this means bus services, but in the future would include light rail and passenger rail.

Active transport networks

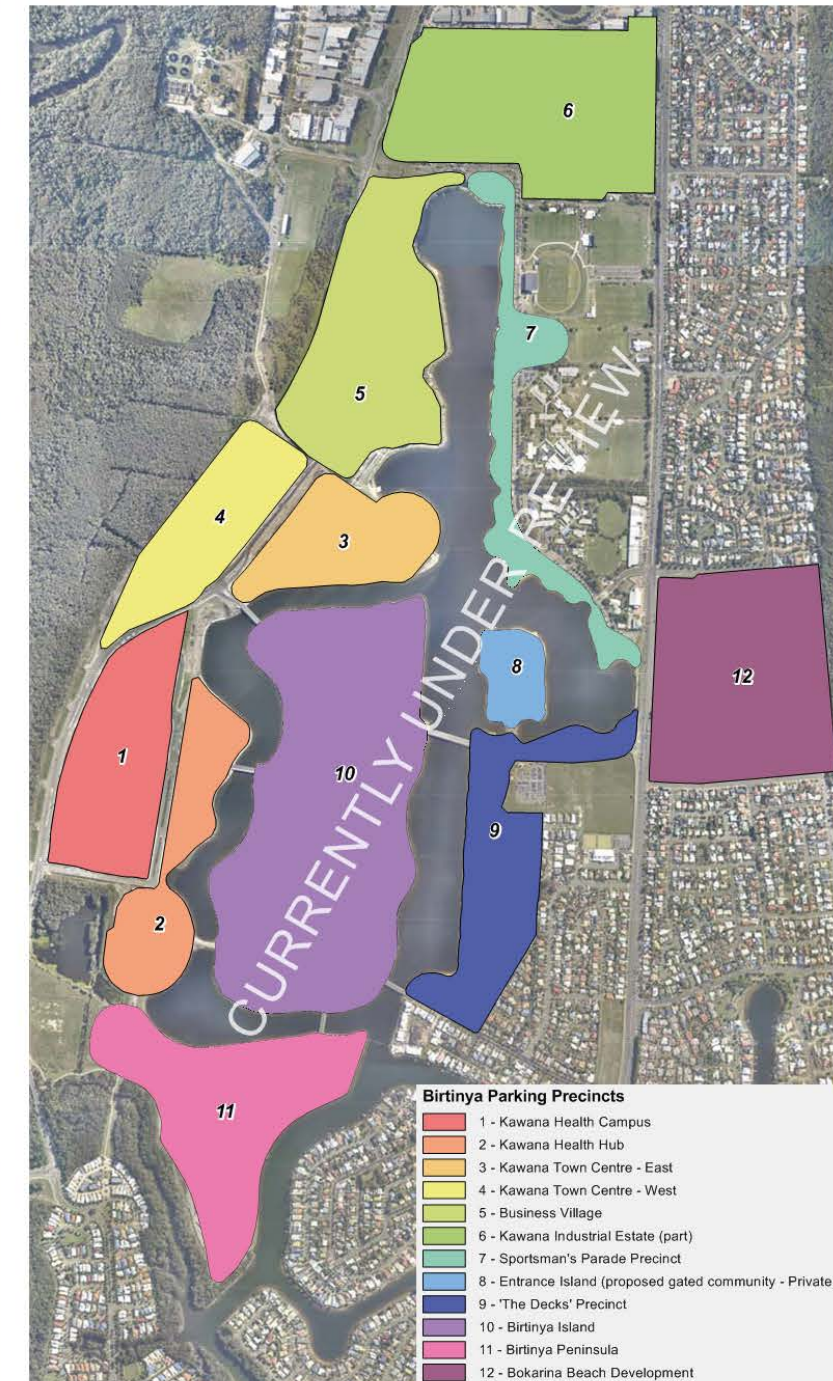
An integrated, high quality walking and cycling network has been established. Activating the use of this network will help lower the demand for parking.

Public/private parking

There is significantly more private off-street parking available than public on and off-street parking in some residential precincts. Travellers to the area will rely on private off-street parking predominantly. The relative public/private parking ratios of several precincts are listed in the table below.



Precinct	No. of bays (est.)	Public : Private ratio (%)
Health Hub	~4100	3 : 97
Innovation Parkway business village	~2300	12 : 88
Industrial estate	~1800	35 : 65
Sportsman's Parade	~850	55 : 45



Birtinya parking focus area

Aerial Imagery supplied by NearMap





Birtinya parking Actions and interventions



The strategy aims to ensure that parking infrastructure progresses in alignment with the planned development for the area. A range of targeted initiatives is proposed to optimise existing parking and increase flexibility in this complex area.

PARKING STRATEGY

A paid parking area will encompass the health precinct and parts of the town centre and surrounds

Introduce some short term parking to support increased turnover around key destinations

Investigate and implement appropriate areas for temporary parking sites, particularly related to large events

Limited implementation of a resident parking permit scheme to support local residents adjacent the health precinct

Investigate and implement value for money technologies to optimise parking management and use

BENEFITS

Ensures alignment between parking provision and the planned development

Addresses anticipated demand to keep pace with population and economic growth

Supports the future economic activity of the centre by providing accessibility to key destinations

Promotes a quality urban environment and enhanced amenity

Enables Birtinya to function as a major health and commercial destination

Manages potential parking spillover between precincts

Encourages sustainable travel behaviour by promoting public, active transport usage and development of 'Green Travel Plans'

ONGOING STRATEGIC ACTIONS

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

- Explore and enable opportunities for improved temporary major event park and ride arrangements
- Liaise to ensure private off-street parking remains accessible for employees and customers
- Introduce value for money technology solutions to improve access to parking
- Complete local active transport links to encourage short walking and cycling journeys
- Advocate for improved public transport services to achieve mode shift and moderate parking demand
- Advocate for employers to promote walking, cycling and use of public transport to employees and students of the area to encourage sustainable travel behaviour
- Assist employers to consider and implement a sustainable transport plan ('Green Travel Plan') for employees
- Ensure development provides parking in line with the Kawana Development Agreement
- Introduce use-restricted parking bays (e.g. loading bays, 2P) based only on demonstrated need
- Advocate for development of a major transit hub at the bus/rail interchange site in the transit precinct
- Ensure Sunshine Coast Stadium master plan considers event impacts on area parking
- Monitor parking use in Birtinya to reveal parking behaviour and emerging trends..

TARGETED ACTIONS

The current on and off-street parking arrangement is considered appropriate. A number of targeted actions have been identified to ensure Birtinya is capable of meeting this future demand and changes to the existing circumstances over time.

An integrated smart parking system comprising parking meters, in-ground sensors and phone app has recently been introduced providing benefits including improved ease of use, more payment options, enforcement outcomes and use data. It also incorporates:

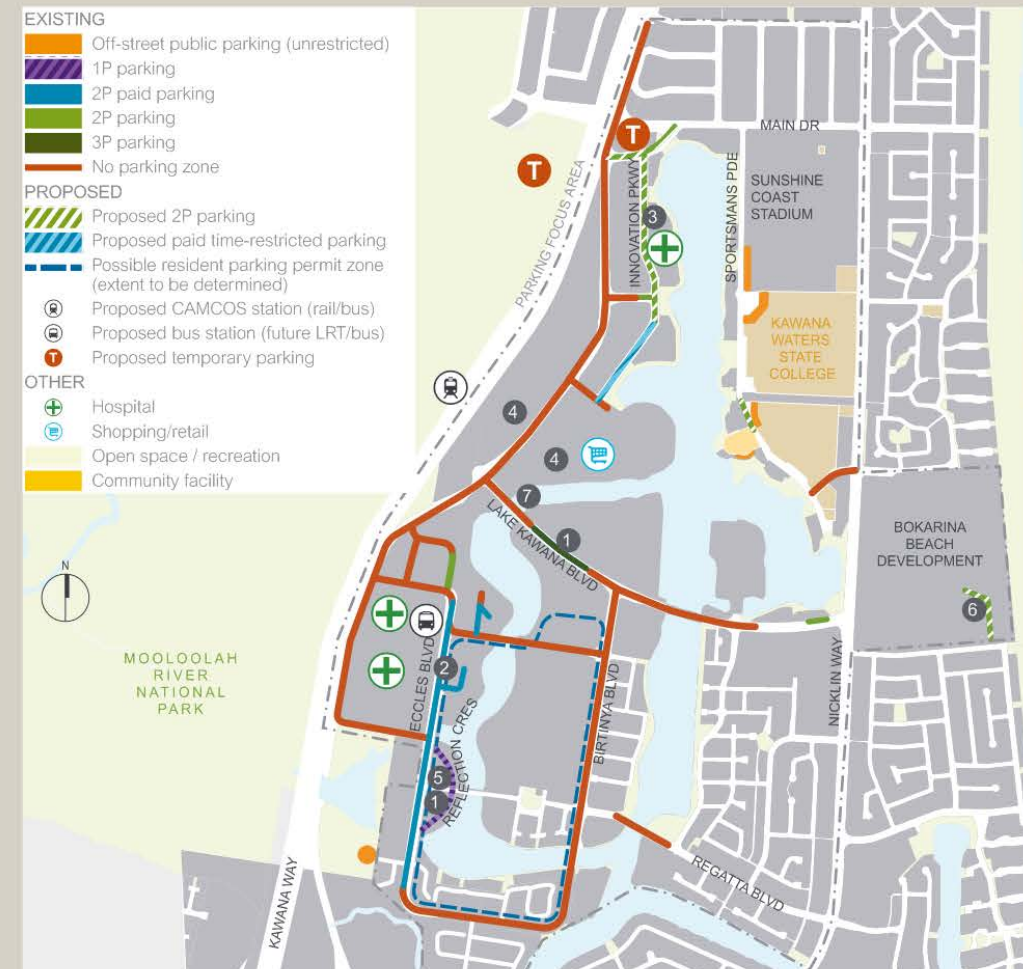
- 1 On-street time restricted parking exists in Reflection Crescent (1P) and Lake Kawana Boulevard (3P)
- 2 Paid, time-restricted, on-street parking exists adjacent to the Health Hub precinct and Kawana Health Campus.

Short term (1-5 years)

- Create a parking map for Birtinya
- Create an overall event parking management plan to help the area cope with major events and require event organisers to manage parking arrangements
- 3 Stage the introduction of on-street time-restricted parking along Innovation Parkway to encourage turnover
- 4 Introduce paid time-restricted on-street parking (2P) to the Kawana town centre precinct in line with development
- 5 Introduce a limited resident parking permit scheme in the vicinity of the hospitals based on demonstrated evidence of impacts
- Evaluate and report on the suitability of the integrated smart parking system
- 6 Introduce some time-restricted on-street parking to Bokarina Beach with development.

Medium-long term (5-10 years)

- 7 Introduce paid, time-restricted on-street parking to the Kawana town centre, part of Lake Kawana Boulevard and North Birtinya Island as development progresses
- Incorporate time-restricted parking to areas adjacent to paid parking areas.



Parking actions - Birtinya



OBSERVATIONS

The parking supply in Bli Bli is predominantly made up of private off-street parking located at the front of retail tenancies. The nearest public on-street parking is on Bli Bli Road.

Public parking

There are about 20 public on-street spaces on a service road located between Castle Green Court and Bli Bli Road. Adjacent development is proposing to remove this parking to create a two way service road. Additionally a small amount of public on-street parking can occur along the upper half of Castle Green Court. There are some on-street spaces in Kupiano Drive. There are no time restrictions to the public parking resulting in all spaces being available for all day parking.

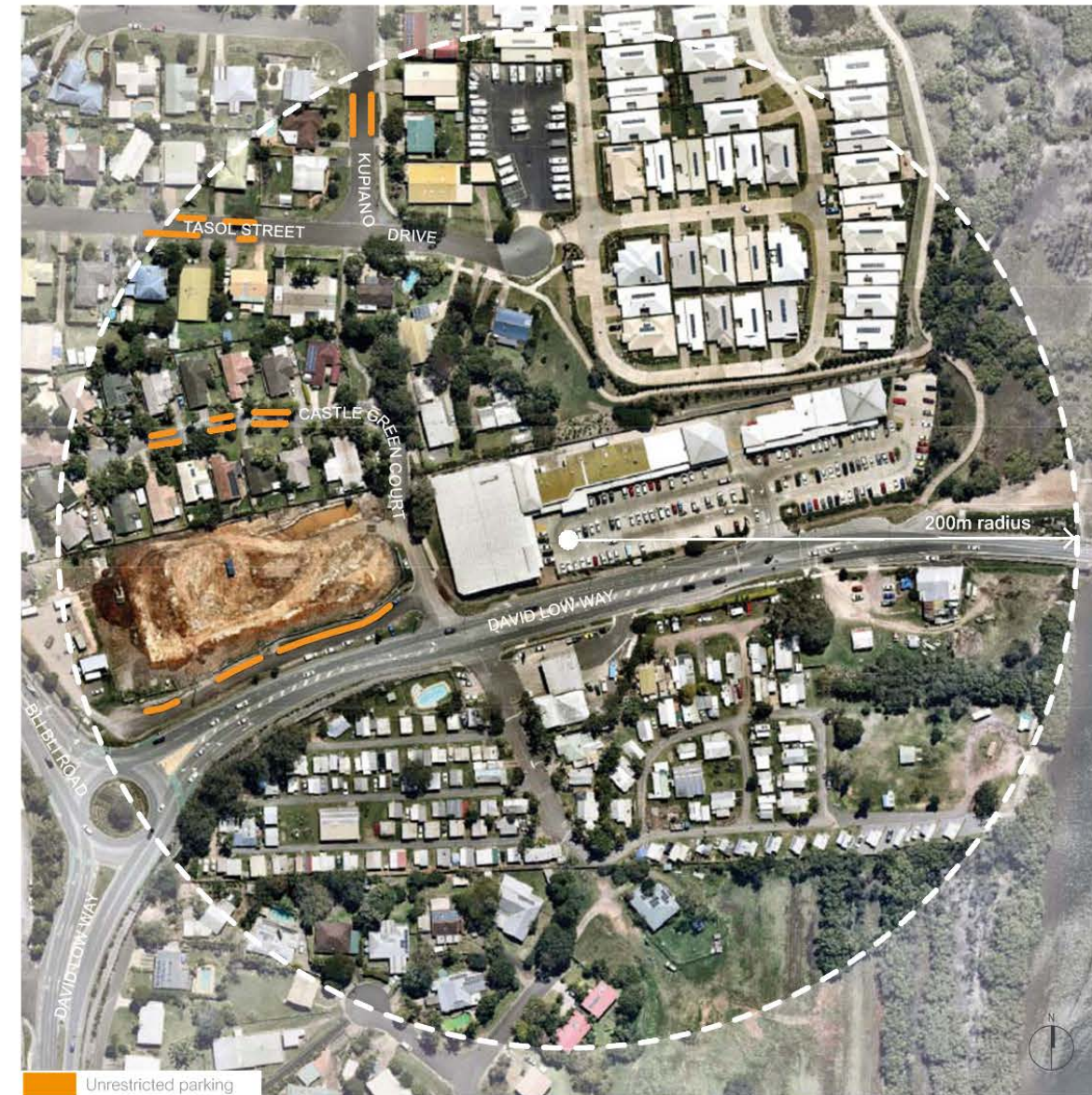
Private parking

The developments in the activity centre provide sufficient private off-street parking for staff and customers to the centre. Parking facilities were upgraded as part of the recent centre redevelopment.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The private off-street parking in the Bli Bli activity centre area generally provides sufficient convenient parking to cater for customer parking demands. Public parking in the area is limited so customers rely almost completely on private parking.

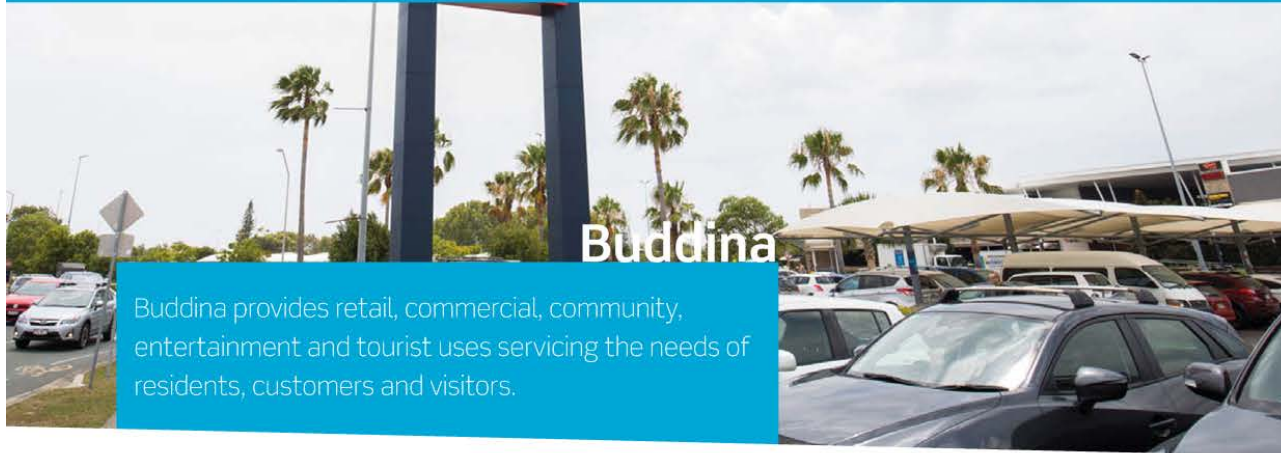


Bli Bli parking focus area

Aerial Imagery supplied by NearMap



September 2017



OBSERVATIONS

The parking supply in Buddina is made up of a large number of private and public parking spaces. The private parking consists of small and large scale at-grade and multi-deck parking facilities.

There are a number of local roads within a 200m radius of Kawana Library and the Kawana Surf Lifesaving Club that provide public on-street parking.

Public off-street parking is also provided at the Kawana Surf Club and Kawana Library.

Public parking

There are about 950 public parking spaces within a short walking distance of Kawana Shoppingworld.

The majority of public parking in the area is unrestricted, however there is an area of 30 minute parking to support the school and P30 and 2P time restrictions in some areas on commercial frontages.

During peak times beach goers may park in adjacent residential areas which is acceptable.

Private parking

The private off-street parking appears to provide sufficient parking to accommodate the needs of staff, visitors and customers for the majority of the time.

There are periods of the year when parking becomes particularly busy. Due to the convenience of some public on-street parking areas, it is recognised that some spillover to public on-street parking occurs.

ACTIONS

There are currently no actions identified in the defined area. However, it is possible that more time restricted parking could be introduced on commercial frontages if required.

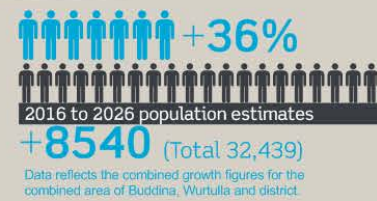
Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The private off-street parking in Kawana Shoppingworld and surrounding businesses generally provides sufficient convenient parking to cater for parking demands to the centre. However during peak holiday periods there are areas of spillover and high demand for public on-street parking spaces.



Buddina parking focus areas

Aerial Imagery supplied by NearMap



Buderim parking Context and overview



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.

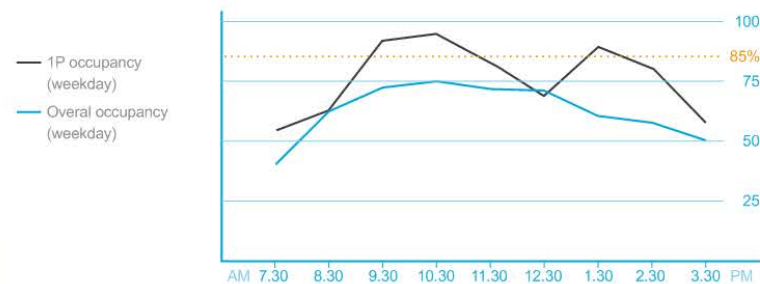


Weekend parking occupancy (typical peak)



Weekday parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



+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 parking Actions and interventions



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.

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.

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.



Parking actions - Buderim



Caloundra parking Context and overview



Caloundra

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

KEY ISSUES

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

Duration of stay

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

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

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

Central Caloundra Business District (CBD) precinct

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

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

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

Variable demand

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

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

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

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

Pressure points

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

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

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

Strategic issues

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

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

Quantity

The estimated parking consists of:

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

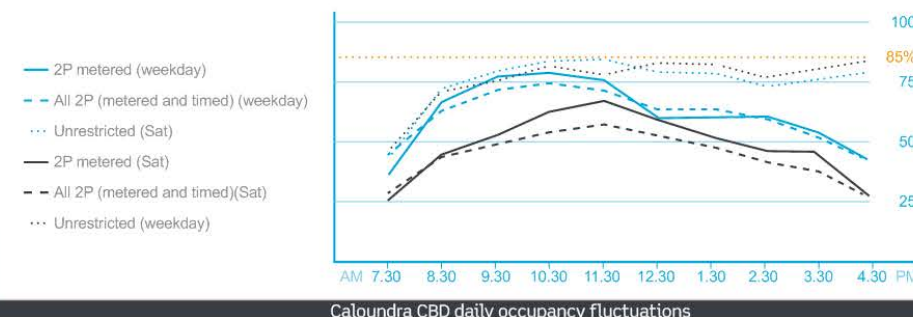
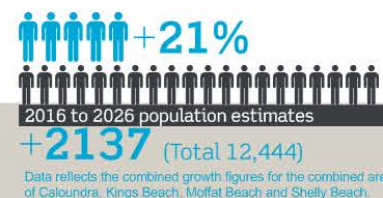


Weekday parking occupancy (typical peak)



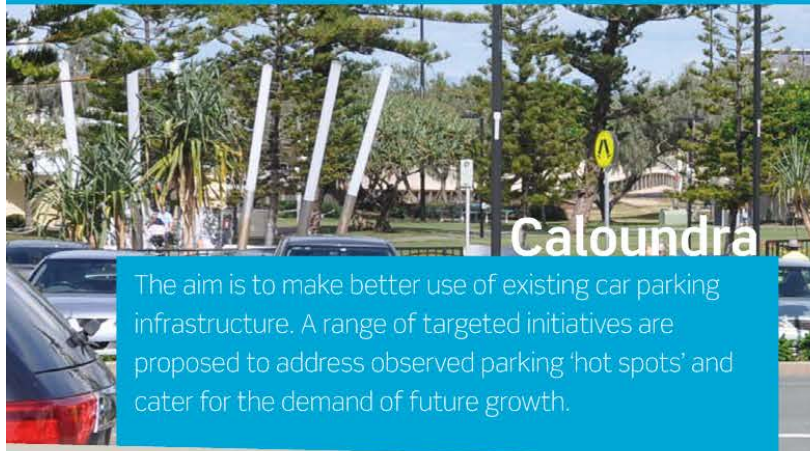
Weekend parking occupancy (typical peak)

Aerial imagery supplied by Nearmap





Caloundra parking Actions and interventions



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

PARKING STRATEGY

- Expand the paid parking area in the central Caloundra precinct to support commercial activity as necessary
- Investigate and implement value for money technologies to optimise local parking management including the replacement of parking meters
- Introduce some short term parking in high demand locations to support turnover in key destinations including hospital and beach activity areas
- Promote use of existing off-street parking sites and explore future expansion potential or new sites to meet growth
- Track parking measures, emerging demographics and trends to inform decision-making

BENEFITS

- Consolidated parking facilities are an efficient use of space and assist users in finding parking spaces
- Greater turnover and availability of parking in high activity commercial areas
- Ease of parking through increased legibility and intelligent parking information
- Cater for projected future demands to support economic growth balanced with more sustainable travel choices
- Manage parking spillover from high-use areas into residential streets
- Encourages return visits
- Increases council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

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

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

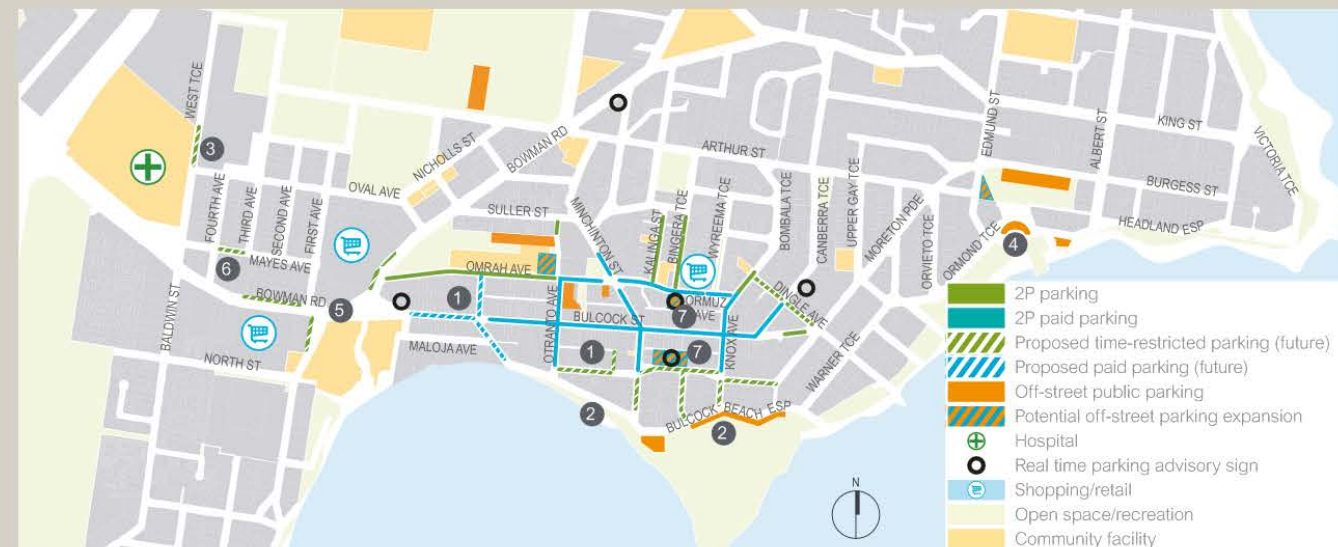
TARGETED ACTIONS

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

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

Short term (1-5 years)

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



Parking actions - Caloundra

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

Medium term (5+ years)

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

- Plan to accommodate an additional 250-300 parking bays within approximately 10 years based on growth forecasts
- Develop and submit a business case for a new consolidated parking site within the Kings Beach area with the capacity to add 100-200 new bays within 10 years based on growth forecasts.
- Introduce a limited amount of time-restricted parking into target areas of Mayes Avenue
- Introduce paid parking to public off-street parking sites within the paid parking area.



Coolum Beach parking Context and overview



KEY ISSUES

Coolum Beach's usual parking demand is driven by commercial activity with peaks during holiday periods. Existing parking supply is generally adequate for current demands on typical days. However parking demand will approach capacity in the next 5-10 years.

Seasonal and weekly demand

Coolum Beach's coastal location draws local residents and tourists to the beachfront, creating high levels of demand during peak holiday periods and on weekends. Demand growth may see current parking arrangements in high use areas approach capacity in the next 5-10 years.

Quantity

Available parking in the heat map area:

- Public parking – about 1,100 spaces of which about 200 are time restricted
- Private parking – about 650 spaces

David Low Way shopping precinct

The David Low Way shopping precinct has just under 300 public parking bays with parking activity reaching 90% occupancy at times for the 2P parking but less than 80% occupancy for the unrestricted parking.

Pressure points

The Tickle Park public off-street car park is consistently busy on weekends, with peak occupancy levels of 85-90%. The duration of stay data showed that about 90% of vehicles stay for less than 3 hours. This indicates that despite the majority of these spaces being unrestricted, regular turnover of parking is still occurring.

The David Low Way 2P areas are well used throughout the week driven by the area's close proximity to commercial uses and the beachfront.

Utilisation

Parking utilisation reduces quickly with distance from the beach. Tickle Park off-street car park can be at or above 80% occupied across most of the day on a weekend. On-street public parking around the David Low Way shopping precinct displays occupancy at about 90% for the 2P spaces but less than about 80% occupancy for the adjacent unrestricted spaces. The unrestricted on-street parking around Birtwell Street is under used despite it being within walking distance to many local destinations.

Duration of stay

Surveyed information indicates that about 90% of all vehicles stayed for about 3 hours or less, whether it was a weekday or a Saturday.

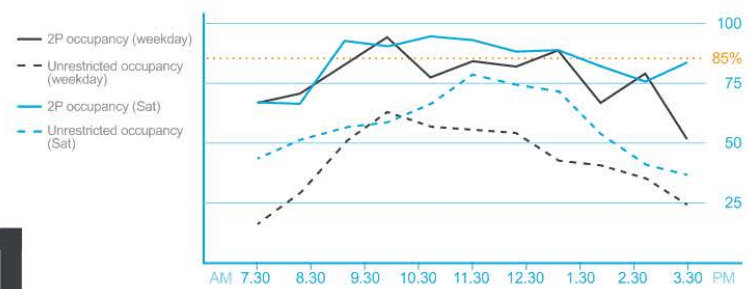
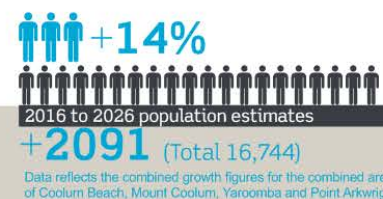


Weekday parking occupancy (typical peak)



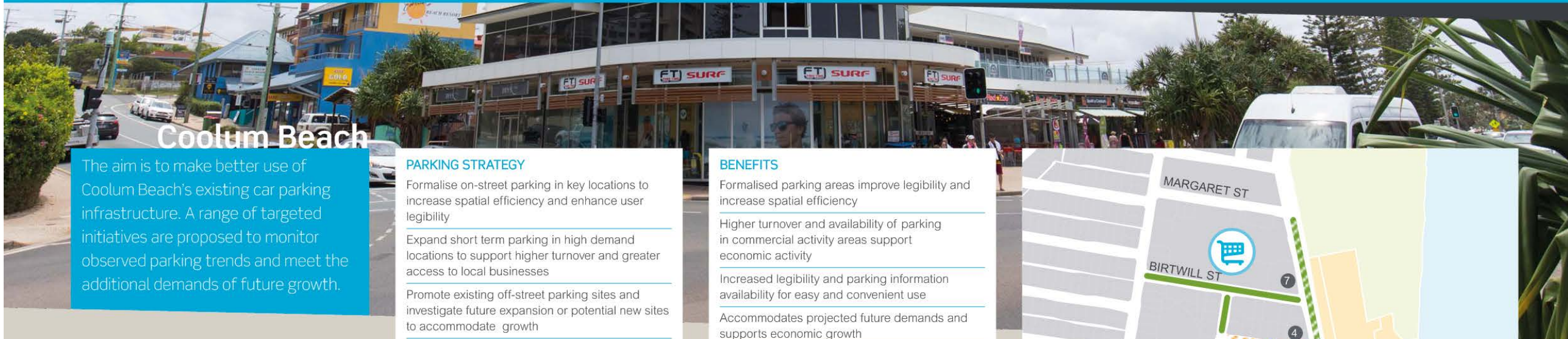
Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Coolum Beach daily occupancy fluctuations

Coolum Beach parking Actions and interventions



Coolum Beach

The aim is to make better use of Coolum Beach's existing car parking infrastructure. A range of targeted initiatives are proposed to monitor observed parking trends and meet the additional demands of future growth.

PARKING STRATEGY

Formalise on-street parking in key locations to increase spatial efficiency and enhance user legibility

Expand short term parking in high demand locations to support higher turnover and greater access to local businesses

Promote existing off-street parking sites and investigate future expansion or potential new sites to accommodate growth

Implement value for money technologies to optimise local parking management

BENEFITS

Formalised parking areas improve legibility and increase spatial efficiency

Higher turnover and availability of parking in commercial activity areas support economic activity

Increased legibility and parking information availability for easy and convenient use

Accommodates projected future demands and supports economic growth

Encourages return visits

Increases council's ability to adjust to shifting trends in demand

ONGOING STRATEGIC ACTIONS

Parking demand in the Coolum Beach area will continue to grow, with additional demand concentrated around specific locations. In order to reduce the impacts of this growth, a number of actions will occur:

- Promote public transport, walking and cycling which reduces parking demand
- Advocate for improved bus services to, and within, Coolum Beach
- Council will continue to require new development to provide for its own parking demand in accordance with the Sunshine Coast Planning Scheme
- Monitor parking use in Coolum Beach to reveal parking behaviour and emerging trends
- Continued use of 'park and ride' arrangements for events
- Support an interactive parking app to facilitate journey planning
- Investigate the feasibility of temporary 'park and ride' arrangements during peak periods.

TARGETED ACTIONS

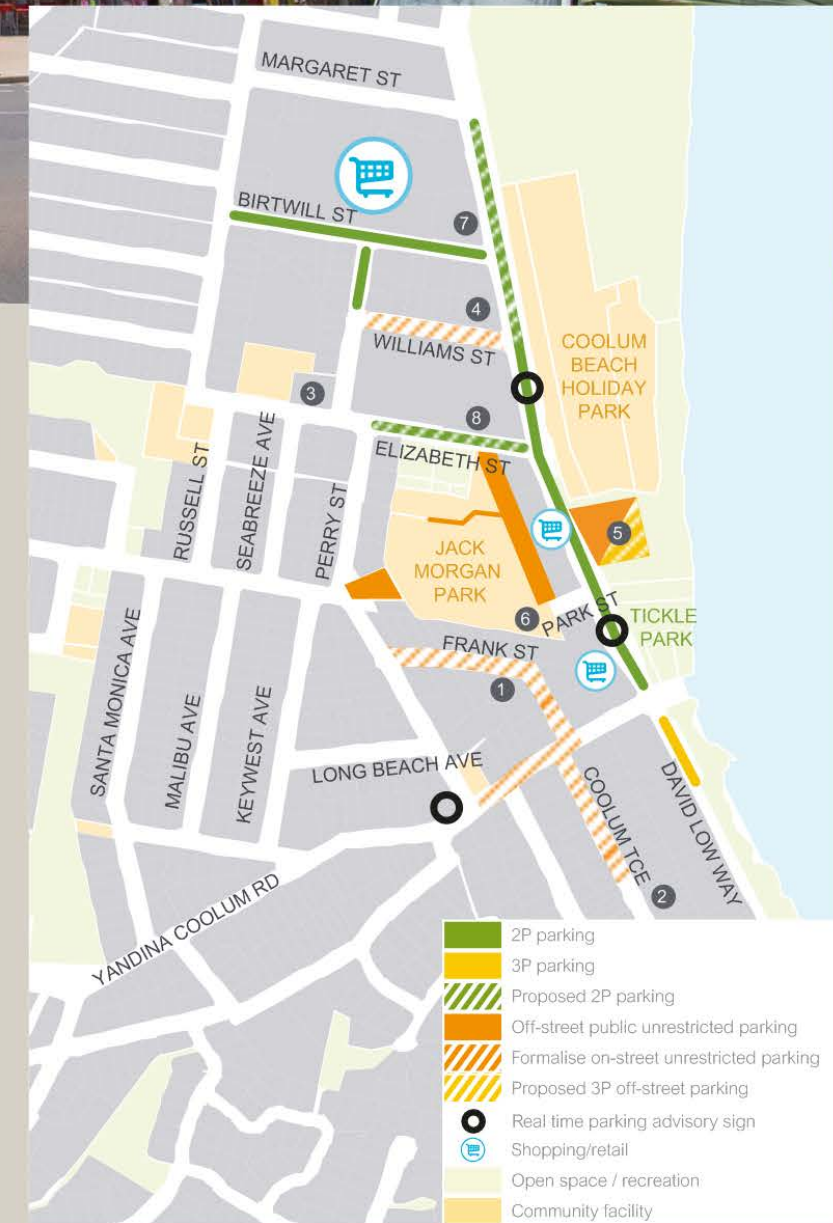
Parking arrangements in Coolum Beach, have some capacity to cater for future needs. If existing trends continue, intervention will be required to ensure future demand can be accommodated.

Short term (1-5 years)

- 1 Formalise on-street parking spaces and provide signage on Frank Street to improve capacity, legibility and help people know where to park
 - 2 Formalise on-street parking spaces and provide signage on Coolum Terrace to improve capacity, legibility and help people know where to park
 - 3 Formalise on-street parking spaces and provide signage on Elizabeth Street to improve capacity, legibility and help people know where to park
 - 4 Formalise on-street parking spaces and provide signage on Williams Street to improve capacity, legibility and help people know where to park
 - 5 Extend the 3P time restriction to some of the Tickle Park car park
- Introduce parking technology to provide real time advice on off-street public parking availability.

Medium to long term (5+ years)

- 6 Investigate options for additional parking facilities on council's Park Street and Jack Morgan Park sites (if sufficient demand is demonstrated). Minimise and balance any intrusion into Jack Morgan Park
- 7 Extend 2P time-restricted parking on David Low Way (between Margaret Street and Williams Street) in line with rising demand, to increase turnover/access to commercial areas
- 8 Extend 2P time-restricted parking on Elizabeth Street in line with rising demand and increase turnover/access to commercial areas.



Parking actions - Coolum Beach

Currimundi Beach and Currimundi Creek parking



Currimundi Beach and Currimundi Creek

Currimundi Beach and Currimundi Creek are popular beachside destinations with residents and visitors seeking access to the beach and creek. The area is primarily made up of residential land uses so there are limited private parking opportunities for residents and visitors to the area.

OBSERVATIONS

The public parking supply in the area is made up of unrestricted parking areas. There are about 50 spaces on the foreshore and along the last segment of Watson Street. Overall, about 80 on and off-street public parking spaces are located within a 200m radius of the Westaway Parade commercial area. The current parking layout has been optimised to maximise the overall supply of parking in the area. Many on-street spaces have been marked to manage parking in residential streets. Limited opportunities exist to increase parking supply in the area.

Public parking

No time restrictions exist enabling all day parking where desired.

Private parking

The private parking that is provided is generally limited to that provided for residential uses and is not accessible for public use except for visitors to that site. As a result, there is a reliance on public parking to service demand.

ACTIONS

A small number of time limited parking spaces will be created in Westaway Parade. As a result, more people will benefit from the increased turnover of the most popular and convenient parking spaces.

Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is known to become busy, particularly on weekends. However the current supply of parking together with accepting parking occurring in adjacent streets, is considered to be sufficient to cater to the typical demands.



Unrestricted parking

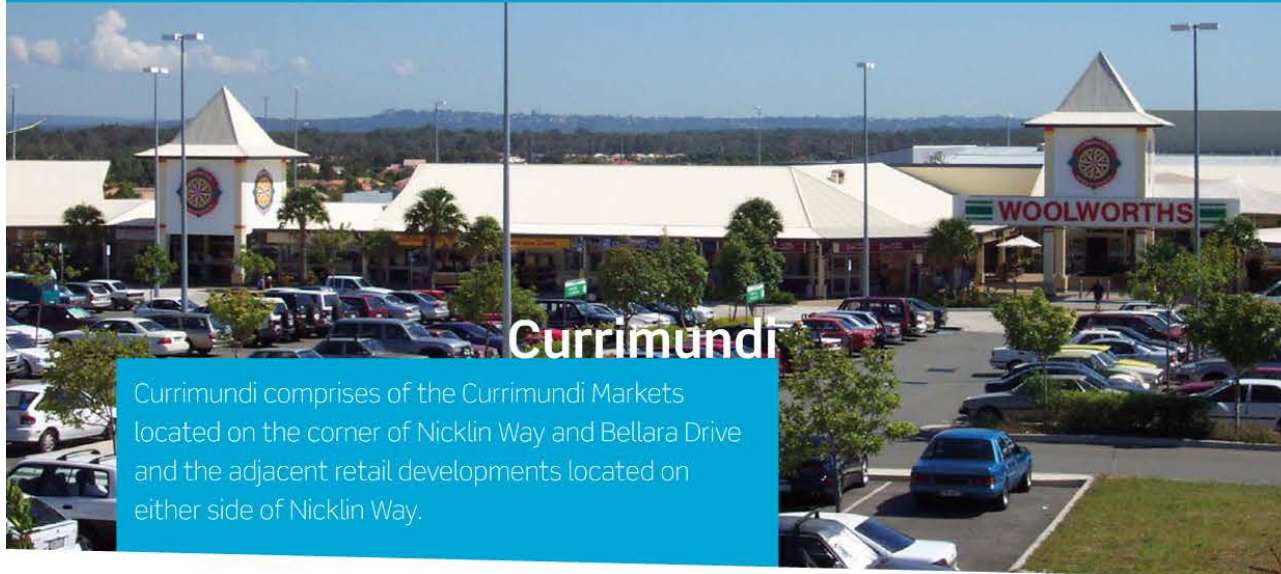
Currimundi Beach and Currimundi Creek parking focus area

Aerial Imagery supplied by NearMap





Currimundi parking



Currimundi
 Currimundi comprises of the Currimundi Markets located on the corner of Nicklin Way and Bellara Drive and the adjacent retail developments located on either side of Nicklin Way.

OBSERVATIONS

The parking supply in Currimundi is mainly made up of private off-street parking located in at-grade facilities at the front of retail tenancies. There is limited opportunity to supply public on-street parking facilities.

Public parking

There are about 77 public on-street spaces within a 200m radius of the Currimundi Markets. These on-street spaces are located on Nicklin Way and Bellara Drive. On-street parking in Nicklin Way is currently restricted to 2P parking, however spaces in Bellara Drive are unrestricted.

Private parking

The Currimundi Markets appears to provide sufficient private off-street parking to accommodate the needs of staff and customers to the centre.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The private parking at the Currimundi Markets provides sufficient convenient parking for staff and customer parking demands. Some on-street parking exists in Nicklin Way and Bellara Drive.



Currimundi parking focus area

Aerial Imagery supplied by NearMap





Dicky Beach parking



OBSERVATIONS

The public parking supply is predominantly made up of unrestricted parking.
 Key public off-street parking areas includes the surf club parking and parking off Beerburrum Street.
 There are approximately 270 public parking spaces within a 200m radius of the Beerburrum Street adjacent to the caravan park commercial strip and about 150 located within a 200m radius of the surf club on the north side of Bunbubah Creek.
 Dicky Beach is on a high frequency bus route. Beachgoers have the opportunity to use convenient and frequent buses to avoid searching for parking at peak times.

Public parking

A small number of 30 minute bays (11) are located on the southern side of Beerburrum Street to provide for short-term parking and access to commercial premises. The remaining public parking is unrestricted parking.

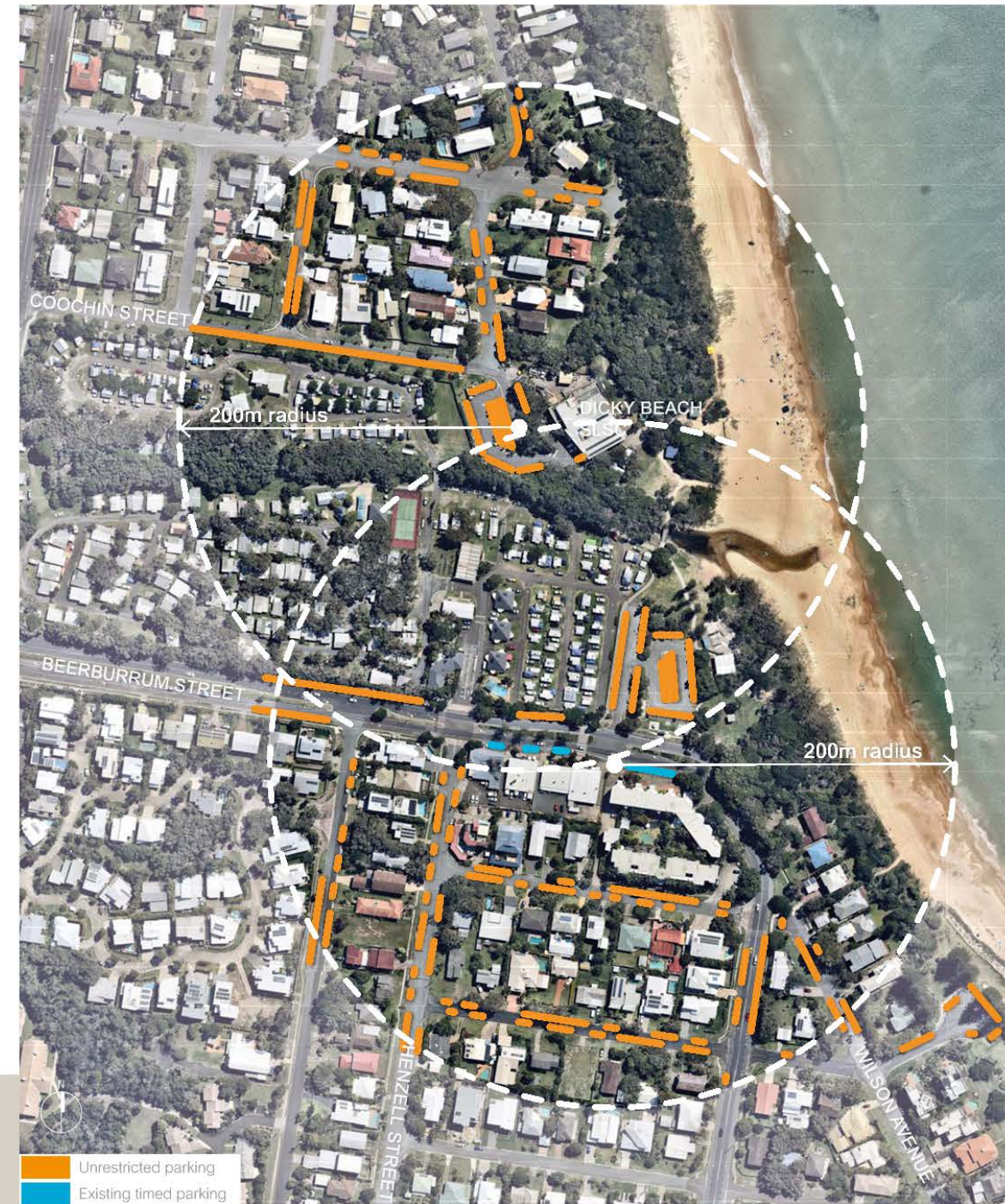
Private parking

Apart from a small amount of off-street parking located behind the shops in Beerburrum Street, the private off-street parking is provided for residential use and is not available for public use.
 As a result, there is a high reliance on public parking to service visitor needs.

ACTIONS

Ensure that the parking needs of the caravan park are dealt with on-site.
 The outcomes of the Dicky Beach Precinct Plan (endorsed November 2016) will see a reconfiguration of the car park, accessed off Beerburrum Street, in about 10-15 years.
 Council will continue to monitor the performance of parking and will consider options to improve parking in line with the policies set out in council's Parking Management Plan.

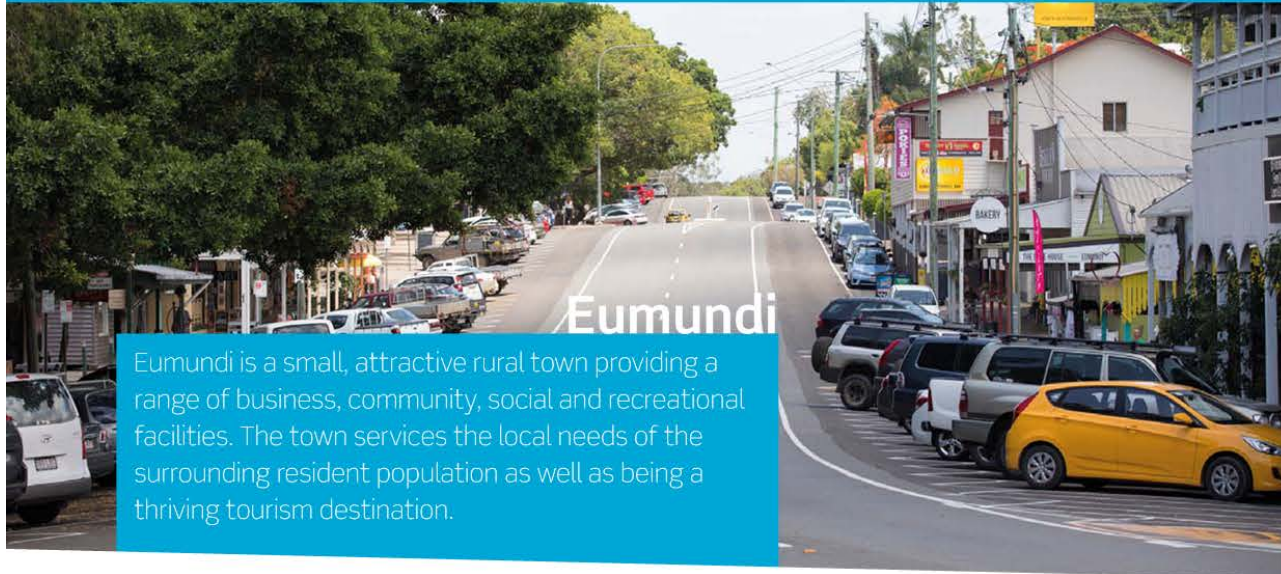
Dicky Beach is known to have a variable parking demand across the year and becomes busy particularly on weekends and peak holiday periods. The current supply of parking together with spillover parking in adjacent streets is considered to cater to the typical demand.



Dicky Beach parking focus areas

Aerial Imagery supplied by NearMap





OBSERVATIONS

The public parking supply in Eumundi is made up of approximately 1540 spaces located within a 400m radius of the Memorial Drive business area. The majority of these spaces are located in the off-street parking areas either side of Napier Road.

The rising slope of the residential area to the immediate west, the barrier of the railway line and Eumundi-Noosa Road to the east constrain parking to the central area of Eumundi.

Public parking

On a typical non-market day there is adequate parking available.

The on-street parking spaces in Napier Road, Memorial Drive and the adjacent residential streets are restricted to 2P or shorter times to encourage turnover.

The Eumundi Markets, with over 600 stalls and 1.6 million visitors per year, generate the bulk of the peak parking demand on Wednesday and Saturday mornings.

To meet this demand, paid off-street parking is available on sites leased from council and managed by a local community organisation.

Private parking

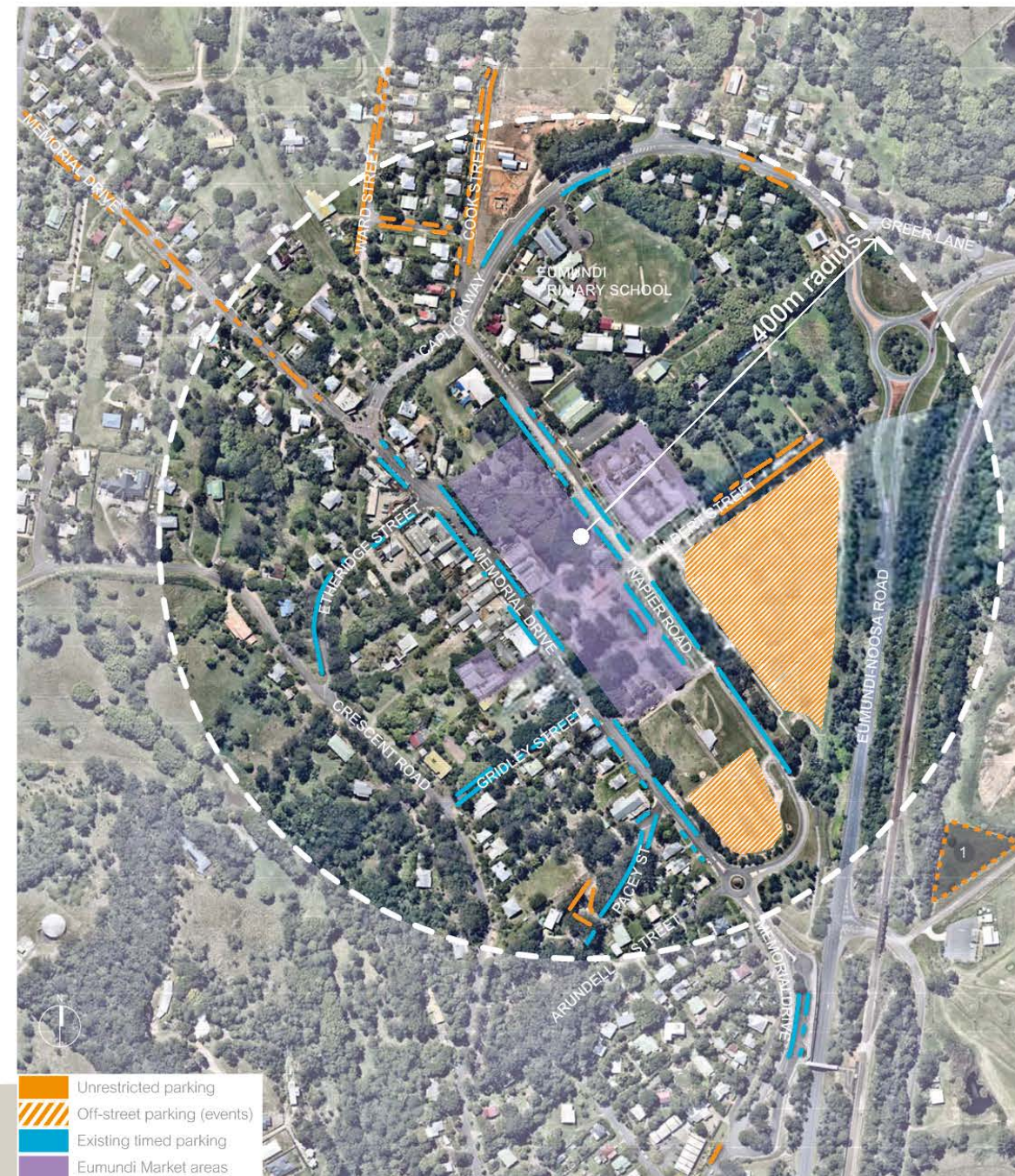
Limited private off-street parking is provided to the rear of commercial and retail properties in Memorial Drive. There is a high reliance on public parking to service demand.

Actions

- 1 The use of an area at the council depot site for additional market spillover parking in dry weather conditions.

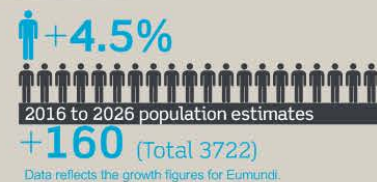
Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

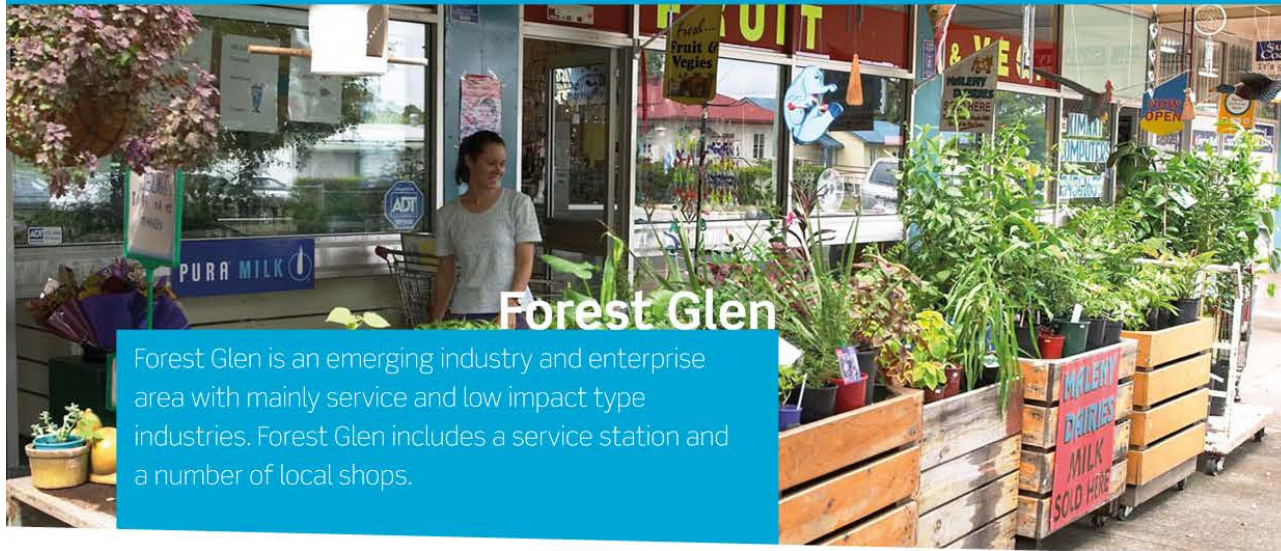
The town is generally well catered for meeting parking needs on typical days and market days. Parking on market days can be at a premium however convenient off-street parking is available for a fee.



Eumundi parking focus area

Aerial Imagery supplied by NearMap





Forest Glen
 Forest Glen is an emerging industry and enterprise area with mainly service and low impact type industries. Forest Glen includes a service station and a number of local shops.

OBSERVATIONS

Public parking in Forest Glen includes on-street areas on Mons Road in the commercial area and an informal off-street area at the intersection of Mons Road/Bruce Highway southbound ramp.

Public parking consists of approximately 64 formal public parking spaces and 15 unmarked public parking spaces within a 200m radius of the key destinations. The majority of parking is private off-street parking.

Public parking

Approximately 29 on-street public parking spaces have a 2P restriction to encourage turnover of parking. The remaining public parking spaces are unrestricted, being available for all day parking where required.

Observations indicate a high level of use of the public parking.

Private parking

There are a large number of private parking spaces including 343 Mons Road, 352 Mons Road and 330 Mons Road which provide at-grade parking and a single storey parking facility. Land-uses in the area generally provide sufficient private parking to accommodate demands.

It is important that businesses continue to direct customers and staff to use available private off-street parking.

Actions

Investigate the mix of time-restricted and use-restricted parking to meet commercial needs.

Engage with property owners and businesses to ensure private off-street parking remains available for staff and customers.

Council will continue to monitor parking in the area and will consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The majority of parking is private parking, however the public parking is an important component of the overall parking arrangement and provides convenient access to businesses.



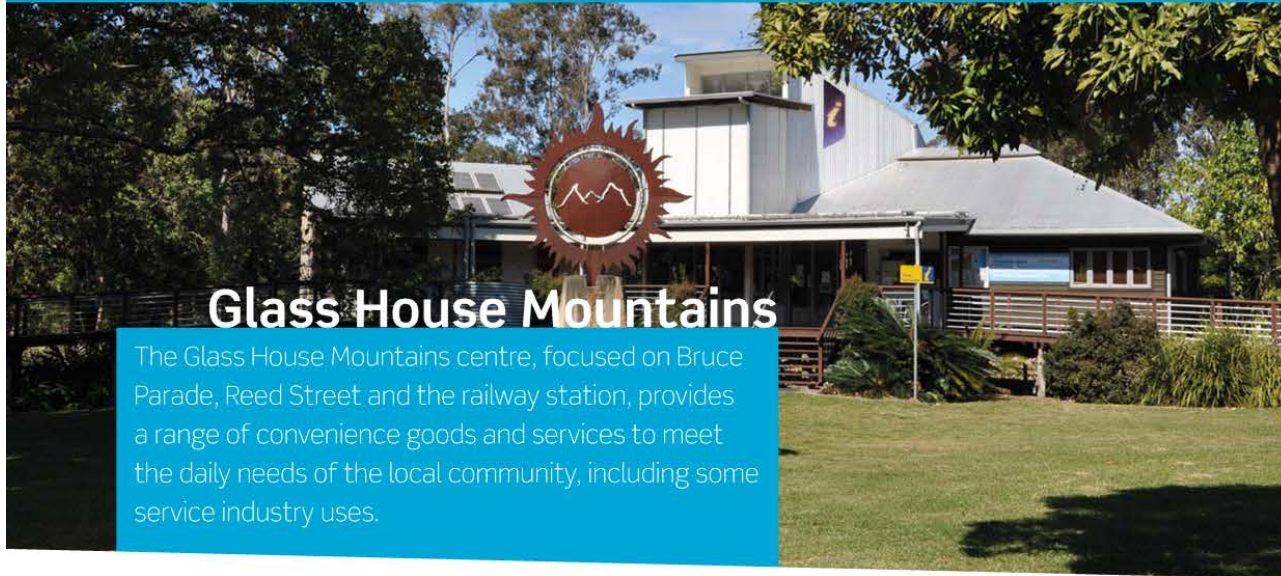
Forest Glen parking focus area

Aerial Imagery supplied by NearMap





Glass House Mountains parking



Glass House Mountains

The Glass House Mountains centre, focused on Bruce Parade, Reed Street and the railway station, provides a range of convenience goods and services to meet the daily needs of the local community, including some service industry uses.

OBSERVATIONS

There is a good mix of public on-street and off-street parking spaces in the town centre and there is parking available at the Glass House Mountains train station.

Public parking

There are approximately 175 public parking spaces within a 200m radius of the town centre. These spaces include on-street parking in Bruce Parade, Reed Street and on-street areas in the vicinity of the Glass House Mountains Visitor Centre. There are also designated areas for caravan parking.

There is also a number of public off-street parking spaces provided in the road reserve of Bruce Parade in front of the post office centre.

There are no time restrictions resulting in the majority of spaces being available for all day parking.

Growth is being experienced and may impact on demand for parking.

Private parking

There is a good supply of private off-street parking in the town centre, with business properties incorporating private off-street parking at the front or rear of properties.

The train station parking is generally used by rail commuters.

Actions

In the short term, advocate to the State to expand 'park and ride' facilities to meet demand for passenger rail services.

In line with the rail upgrade project a review of the road network and parking infrastructure would be appropriate.

Undertake minor works to improve access to informal parking along Ryan Street.

Council will continue to monitor parking and will consider options to improve parking in line with the policies set out in council's Parking Management Plan. This may include the introduction of time-restricted parking.

The area is experiencing some localised parking pressure. A high demand for 'park and ride' facilities at the rail station is observed.



Glass House Mountains parking focus area

Aerial Imagery supplied by NearMap

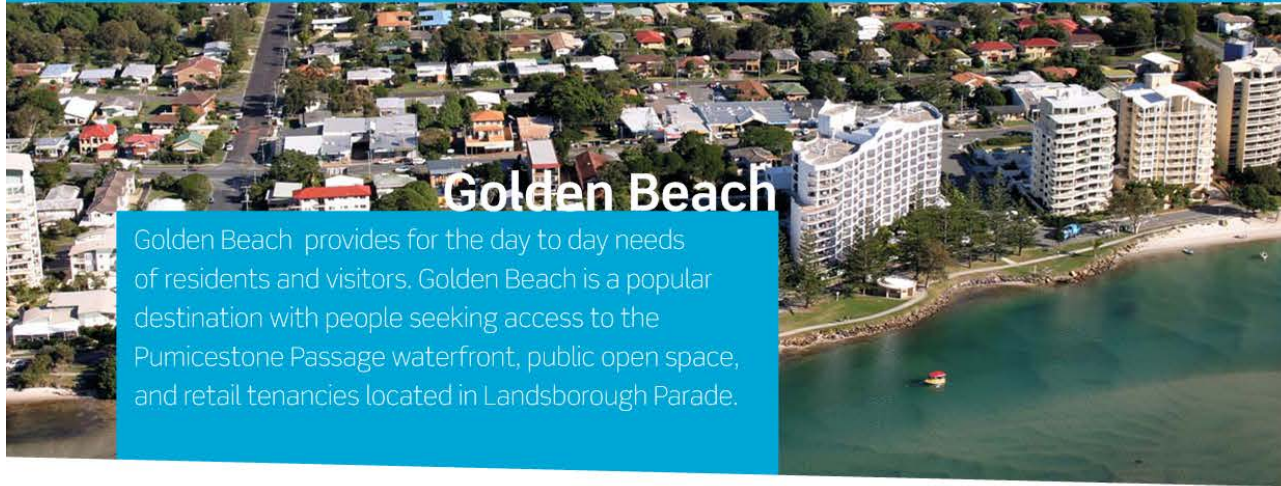


+1284 (Total 7073)

Data reflects the combined growth figures for the combined area of Glasshouse, Glass House Mountains, Beerburum, Coochin Creek and Bribie Island North.



Golden Beach parking



OBSERVATIONS

A large number of on-street and off-street parking spaces exist in the Golden Beach central area, with approximately 247 public on-street and 56 public off-street parking spaces within a 200m radius of the Landsborough Parade commercial area.

Public parking

The majority of the public parking in the area is unrestricted, however time restrictions were recently introduced in Landsborough Parade, between Jellicoe Street and Nelson Street to generate turnover in the high demand parking areas.

During high demand periods and peak (holiday) periods the existing public parking is well utilised. Parking extending along the coast and back from the coast into residential areas will occur and is accepted during these busier periods.

There is a high reliance on public on-street and public off-street parking areas.

Private parking

The residential and holiday accommodation properties generally cater for their own parking needs through on-site parking.

Some private off-street parking facilities are available for staff and customers and these need to remain available and be part of the parking solution.

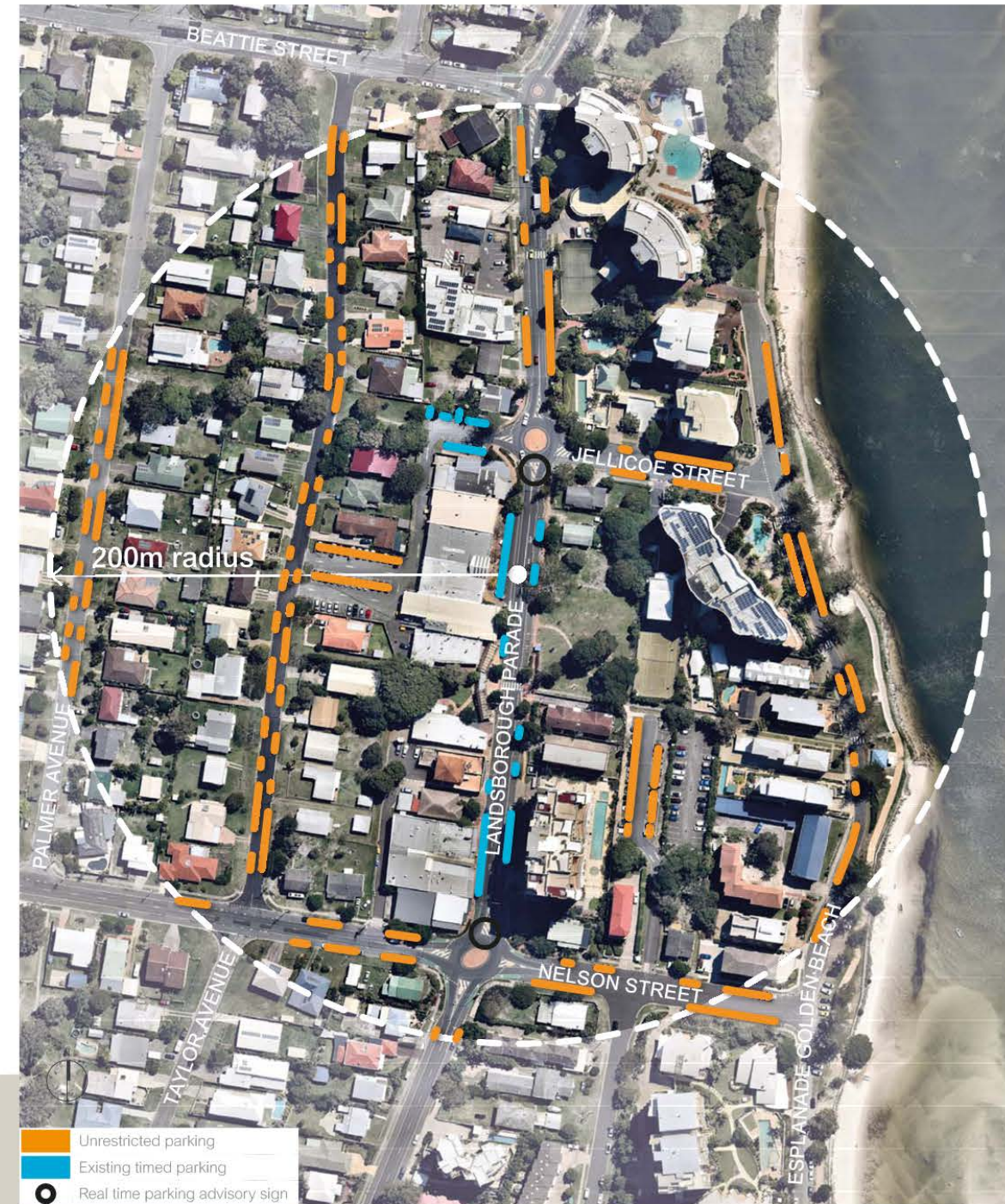
Actions

Introduce parking technology to provide real time advice on off-street public parking availability.

Investigate opportunity for angle parking on the Park side of Landsborough Parade, north of the existing pedestrian crossing.

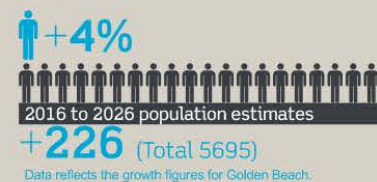
Council will continue to monitor the performance of parking in the area and will consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is known to operate well during most of the year but experiences pressure particularly on peak weekends. The current parking supply is sufficient to cater to the typical demands, while accepting parking will occur in adjacent streets at peak times.



Golden Beach parking focus area

Aerial Imagery supplied by NearMap





Kenilworth

Kenilworth is a small rural town providing important business, community, social and recreational facilities to service the local level needs of its resident population as well as the needs of rural communities in and around the Mary River Valley and the significant number of visitors attracted to the area.

OBSERVATIONS

The public parking supply in Kenilworth is made up of approximately 393 spaces located within a 200m radius of the Elizabeth Street business area.

There are a number of local roads within a 200m radius of the centre which means there are numerous opportunities for public on-street parking.

Public parking

The most convenient on-street public parking spaces are located on Elizabeth Street. There is also a public off-street parking area linking Anne Street and Elizabeth Street.

All public parking is unrestricted and generally sees a reasonable level of turnover. It is recognised that the area is busy on weekends during high visitation periods however there are generally available spaces within a short walking distance.

Private parking

Only a small amount of private off-street parking immediately behind businesses is provided and is not easily accessible for public use. As a result, there is a high reliance on public parking to service demand.

Actions

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The parking demand is generally well catered for by the parking in Elizabeth Street and immediate surrounds. On weekends there is generally sufficient parking available within a short walking distance to accommodate local and visitor needs.



Kenilworth parking focus area

Aerial Imagery supplied by NearMap





Landsborough parking



Landsborough

Landsborough functions as an important public transport node within the Sunshine Coast region. Ongoing growth in Landsborough and the surrounding area is expected to lead to a 24% population increase by 2026. A range of short and medium term changes are proposed to make better use of the existing parking configuration.

BENEFITS

- Reduction in spillover commuter parking impacting Landsborough via a new State-provided park and ride facility
- Reduced parking demand through increased patronage of bus services
- Maintain parking turnover and parking availability
- Improved Maleny Street parking arrangement

KEY ISSUES

Landsborough is generally well-served by its existing parking arrangements. Some localised parking pressure has been observed.

Train station parking

The Landsborough park and ride provides about 220 car parks to the west of the train station. The park and ride is well used and frequently reaches capacity by 7am on weekdays. Spillover parking (in the order of 30-50 cars) occurs on nearby Cribb Street and Mill Street where unrestricted parking spaces are located.

The recent public consultation process by Building Queensland on the proposed rail duplication project identified an expanded park and ride car park on the east side with a 900 bay capacity.

Timed parking

Time restricted on-street parking occurs on Cribb Street and the eastern end of Mill Street. Part of the western side of Cribb Street supports P15 and 1P time limited parking, and part of the eastern side is restricted to 2P parking. These arrangements encourage turnover and support the adjacent businesses.



Data reflects the combined growth figures for the combined area of Landsborough and Mount Mellum.

Maleny Street

There is limited on-street parking, however an area of informal parking exists on the southern side of Maleny Street. Opportunities exist to formalise and expand the arrangement of parking in this location. The unrestricted on-street parking along the northern side serves adjoining commercial and retail uses and should be retained. Opportunities exist to review the parking on the southern side in conjunction with the opportunities for a formalised off-street parking area.

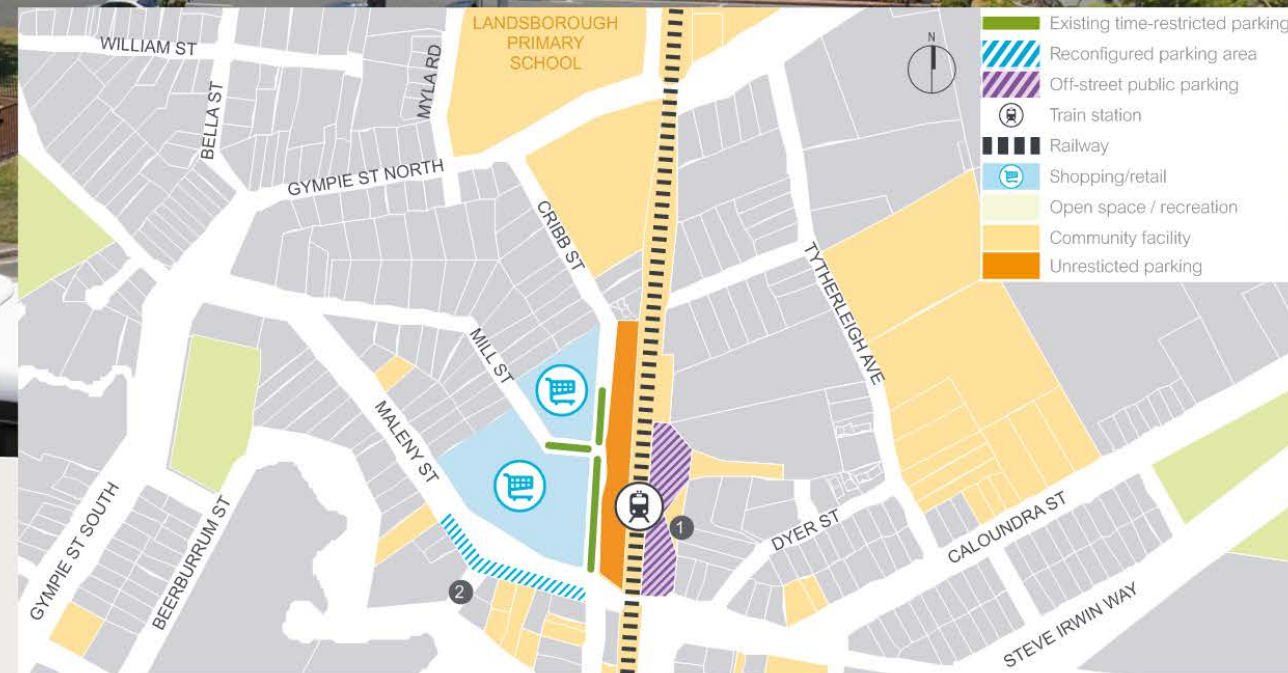
Latent bus service capacity

The two bus services from the coast (from Maroochydore and from Caloundra) are currently not utilised to their full capacity. Increased use of these services would reduce the amount of drivers parking at the station and thus reduce future parking demand.

There is also latent capacity in the bus service to and from Maleny.

Off-street parking

The commercial centre has a considerable quantity of off-street parking to service its generated parking demand.



Parking actions - Landsborough

Ongoing strategic actions

The parking issues in Landsborough are largely associated with commuter-related spillover parking from the railway station park and ride. Accordingly, no significant changes to the public on-street parking arrangements are considered necessary to support local commercial and retail activities in the near term.

The on-street parking arrangements will continue to be monitored and council will continue to accept feedback and consider whether localised changes may be necessary in the future, particularly in relation to the P15 parking on Cribb Street. There is considerable private off-street parking supporting the centre itself which is well utilised.

No changes are proposed to the on-street parking or service road parking east of the rail line.

In order to optimise parking in Landsborough, the following ongoing strategic actions will be implemented:

- Promote sustainable travel behaviour and greater utilisation of connecting bus services
- Undertake parking monitoring for continued awareness of parking demand and trends
- Review parking signage and line marking.

TARGETED ACTIONS

Short term (1-5 years)

- Advocate for immediate provision of stage 1 of the new park and ride facility (>120 space capacity) and bus set down to be established on the east of the rail station by the State.
 - Review parking needs and future demand projections associated with proposed rail duplication in Landsborough when scheduled
 - Explore better coordinated bus-train timetabling, particularly to enhance the attractiveness of public transport during peak periods, with Translink.

Medium (5+ years)

- Formalise and expand the off-street informal parking area adjoining Maleny Street, including a review of on-street parking.

The aim is to optimise existing car parking arrangements to support local growth and centre activities. An increase in the number of park and ride spaces is proposed to address commuter parking spillover.



Maleny parking Context and overview



KEY ISSUES

Maple Street experiences high demand due to its proximity and convenience to key destinations. This places an increased focus on adjacent streets for parking.

Topography plays a role in creating preferred parking areas for locals and visitors.

Daily demand variation

Survey data indicates high weekday parking demand particularly in the core areas which include Maple Street, Willow Lane and Bicentenary Lane. This demand is driven by retail and employment uses and some weekday visitor demand. In this area, public parking approaches an overall 85% occupancy rate which indicates it is approaching practical capacity for short periods of time.

Private off-street parking is used to varying degrees with topography playing a role for customer choice.

Maple Street on-street parking is popular due to proximity to shops and the topography.

Whilst there are busy periods on the weekends, there is generally sufficient capacity in the wider area of the centre to accommodate visitor and customer needs.

Pressure points

Part of Maple Street experiences 90% occupancy levels for most times of day throughout the week, with most users staying less than 1.5 hours. Maple Street can reach full capacity for short periods, requiring users to search adjacent areas for available spaces. The majority of time-restricted parking exists on Maple Street.

The Willow Lane parking area can reach high occupancy rates due to the close proximity of the adjacent IGA supermarket and Maple Street commercial area. Survey data indicates that the area experiences moderate demand on weekends and high demand on week days.

Underutilised areas

The parking areas along Bicentenary Lane and Coral Street include on-street public parking bays, an elevated off-street public parking facility (accessed off Maple Street) and a number of moderately sized formal and informal private off-street parking areas. Survey data shows that some parking bays remain available on weekdays and especially on weekends. Ensuring visitors and locals are aware of all parking availability is important in this area.

Informal parking areas

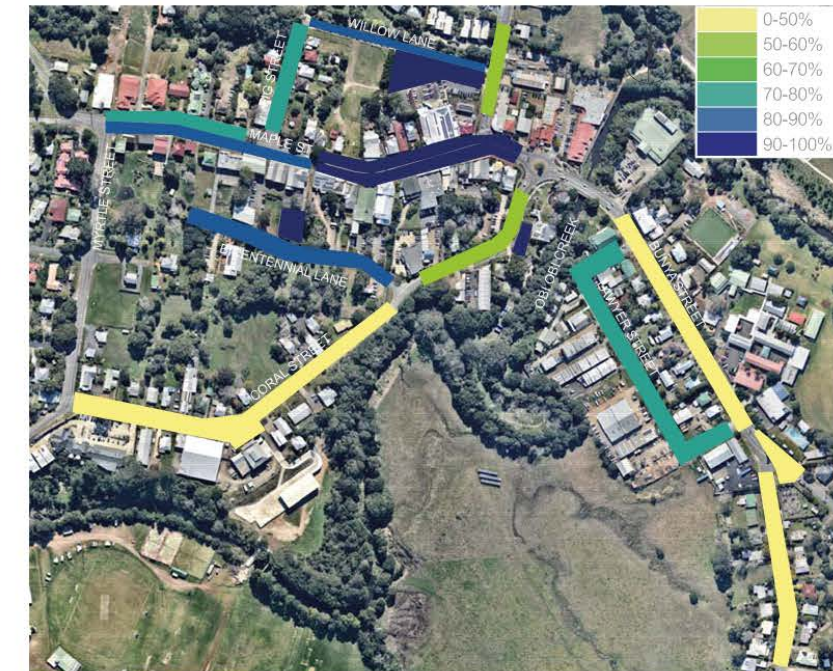
Bicentenary Lane on-street parking areas contain a mix of unmarked informal parking. Vehicles have been observed parking at irregular angles, resulting in inefficiencies and poor circulation.

Existing Parking

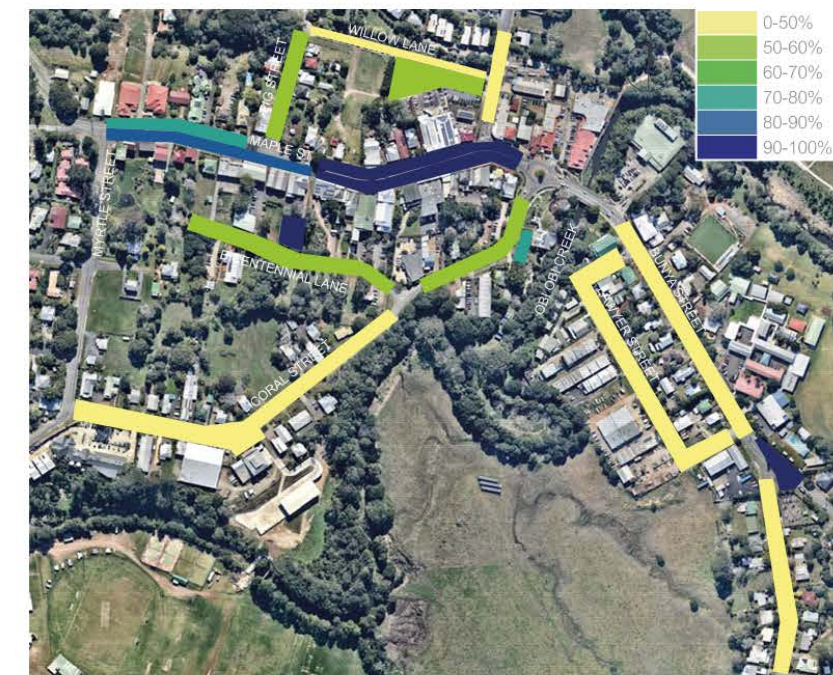
There are over 500 public on and off-street bays and a similar amount of private off-street bays.

Duration of stay

Survey information for Maple Street on-street parking reveals that for any day of the week, 80% of vehicles stayed for about 1 hour or less. Very few vehicles in the overall area stayed more than 4 hours. This means that turnover is naturally occurring and there would be opportunity of finding vacant bays.

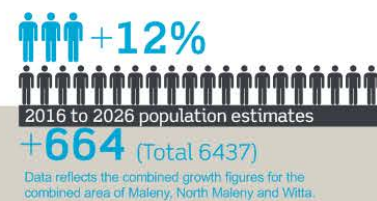
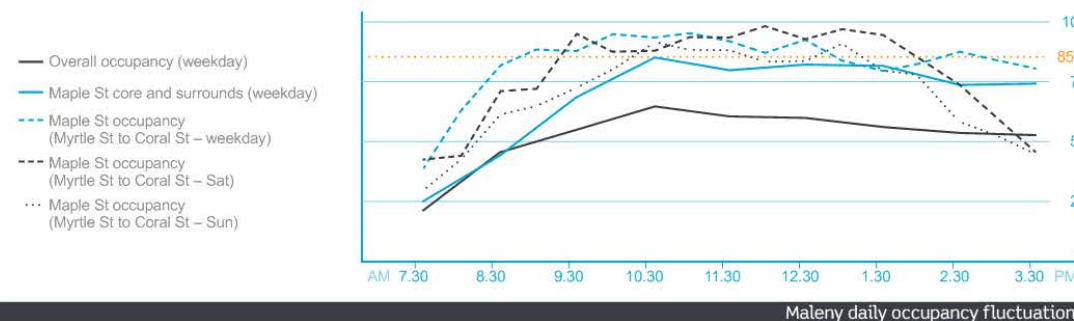


Weekday parking occupancy (typical peak)

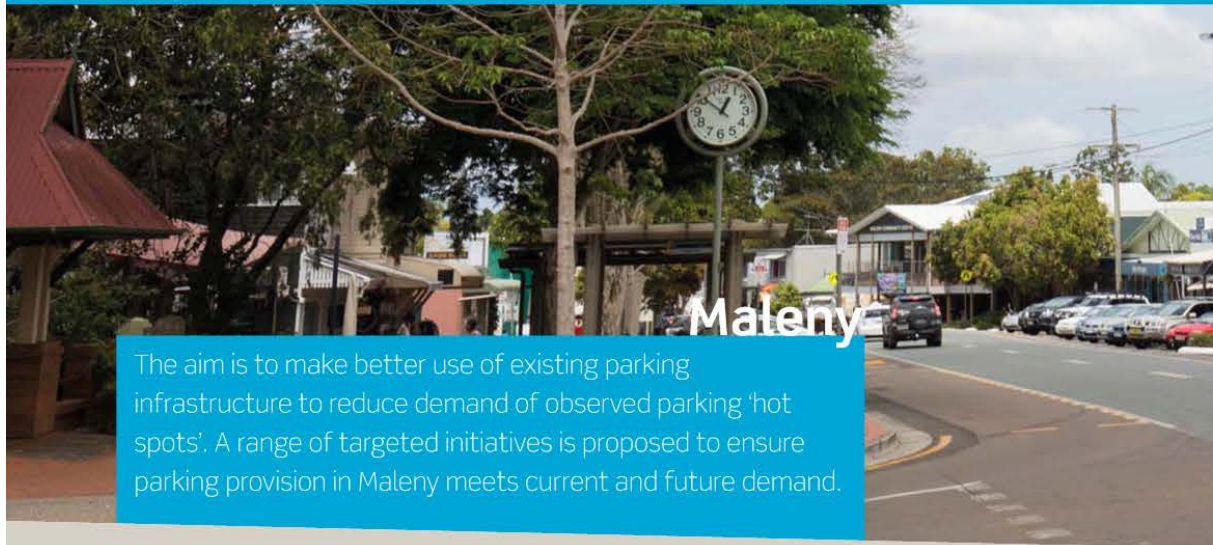


Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Maleny parking Actions and interventions



The aim is to make better use of existing parking infrastructure to reduce demand of observed parking 'hot spots'. A range of targeted initiatives is proposed to ensure parking provision in Maleny meets current and future demand.

PARKING STRATEGY

- Enhance pedestrian connectivity between Maple Street and unrestricted parking areas either side to promote use of sites with latent capacity
- Formalise informal parking areas to enhance user legibility and increase supply of regulated parking
- Investigate opportunities for expansion of existing sites to meet future growth in parking demand
- Encourage parking consolidation to generate greater spatial efficiencies
- Track parking measures, emerging demographics and trends to inform decision-making processes

BENEFITS

- Improved pedestrian wayfinding and connectivity to the town centre enhancing the amenity and user experience
- Greater turnover and availability of parking in high activity commercial areas
- Increased parking supply and reduced parking demand on Maple Street by formalising existing adjacent parking areas
- Accommodates future demands and supports economic growth activity
- Encourages return visits and manages the perception of parking availability
- Increases council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

Maleny will continue to experience growth in parking demand, specifically focussed around Maple Street as the main commercial activity area. The following actions will occur as required, or on a regular repetitive basis to mitigate potential impacts.

- Improve signage and wayfinding in key parking areas and the town centre to improve visitor awareness, user experience and legibility
- Engage with property owners and businesses to ensure the use of private off-street parking remains available at all times to staff and customers
- Continued monitoring of parking utilisation in the Maleny area to identify parking trends
- Promote travel options which reduce parking demand
- Investigate options for temporary parking to accommodate demand during peak holiday periods or events
- New development must provide for its generated parking demand in accordance with council's Planning Scheme
- Investigate the mix of time-restricted and use-restricted parking to meet commercial needs.

TARGETED ACTIONS

The current parking arrangement in Maleny has some capacity in adjacent locations and private parking to cater for future needs. If existing trends continue unabated, additional capacity will be required to ensure future demand can be accommodated.

Short to medium term (1-5 years)

- Formalise parking on Bicentenary Lane to accommodate about 30 additional on-street 90° parking spaces
- Formalise a turnaround at the end of Bicentenary Lane to enhance the user experience, reduce congestion, improve streetscaping and make parking in the area more desirable
- Improve pedestrian access between Bicentenary Lane and Maple Street on public and private land to make Bicentenary Lane a desirable parking location and reduce pressure on Maple Street
- Formalise the on-street parking on Coral Street to increase the public parking supply and improve user legibility
 - Introduce parking technology to provide real time advice on off-street public parking availability.
 - Investigate opportunities for improved parking during school peak periods.
 - Identify and provide dedicated motorcycle parking in various locations.

Long term (5+ years)

- Encourage commercial land owners to consolidate parking areas in Bicentenary Lane where possible
- Enhance pedestrian connections along Coral Street to improve access to the town centre for visitors parking in this area
- Investigate potential expansion of the Willow Lane parking area to increase supply and reduce pressure on Maple Street
 - Investigate a possible 'park and ride' near the historic village on McCarthy Road to support the bus service.



Parking actions - Maleny



Mapleton
 Mapleton offers local convenience shopping and employment opportunities and is oriented to servicing the needs of the local community. The commercial centre of Mapleton is focused around Obi Obi Road and Montville-Mapleton Road. On weekends there are a number of tourists who visit the area.

OBSERVATIONS

The public parking supply in Mapleton is made up of approximately 120 spaces located within a 200m radius of the core of the Obi Obi Road business area. There are limited local roads within a 200m radius of the centre which means there are limited opportunities to supply public on-street parking facilities.

Public parking

The majority of public on-street parking spaces are located in Obi Obi Road and Delicia Road. These parking areas are currently unrestricted and generally see a reasonable level of use and turnover. As a result, there are generally spaces available for use.

Private parking

Private off-street parking is provided to the rear of businesses. Significant quantities of parking is available at the back of the existing Mapleton Tavern, the Mapleton Bowls Club and Mountain View shops. The consolidated parking facilities located at the back of the existing commercial tenancies on Obi Obi Road creates an easy to use, customer friendly outcome.

Actions

There are currently no actions identified to be undertaken. Council will continue to monitor the performance of parking and will consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is generally well catered for, however parking along Obi Obi Road is the most desirable parking location and known to become busy at peak times of the day. There is generally sufficient parking available in adjacent public and private areas to accommodate local and visitor needs.



Mapleton parking focus area

Aerial Imagery supplied by NearMap





Marcoola

Marcoola is a coastal community in the north eastern area of the Sunshine Coast. Located on the coastal path, the area has a number of beach accesses, local cafes and parks that make it a popular location for visitors and locals.

OBSERVATIONS

The parking supply in the Marcoola area is predominantly made up of public parking.

There are a large number of public on-street parking spaces in front of key attractions and in the surrounding local streets.

Public parking

There are a total of 225 public car spaces within a 200m radius of the Marcoola Surf Club and 260 public car spaces within a 200m radius of the Lorraine Avenue/Marcoola Esplanade area.

There are a small number of short term time restricted parking spaces in front of commercial properties on Lorraine Ave which provide for short convenience trips.

The remaining on-street areas do not have time restrictions, enabling parking all day when required.

Private parking

Private parking in the area is limited to residential parking with related visitor parking for larger multi-unit development sites.

Actions

There are currently no actions identified in the defined area.

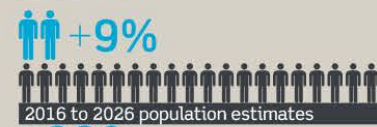
Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is known to become busy, particularly on weekends and for community events around the Felix Parry Park and Lorraine Avenue. The current supply of parking together with accepting parking occurring in surrounding streets is considered to be sufficient to cater to the typical parking demands.



Marcoola parking focus areas

Aerial Imagery supplied by NearMap



+930 (Total 11,576)
 Data reflects the combined growth figures for the combined area of Marcoola, Twin Waters, Pacific Paradise and Mudjimba.



Maroochydore parking Context and overview



Maroochydore

As the commercial, retail and emerging heart of the Sunshine Coast, Maroochydore is expected to experience a 41% increase in population and considerable growth in economic activity.

KEY ISSUES

Current Maroochydore public parking provision is approaching practical capacity, resulting in parking spillover into surrounding areas. Investment will be required in the short term to add parking to reduce issues associated with growing demand.

Pressure points

Parking occupancy data shows existing public parking is under stress. Overstaying occurs within the Maroochydore core precinct during weekdays, and along The Esplanade and Cotton Tree Parade during weekends.

Spillover

Increased parking demand has been observed during weekends and peak periods on roads fronting and adjoining the coastline. The residential area, adjacent to the core, experiences some durations of stay of 5-8 hours on weekdays, due to employee parking spillover.

Private parking

Private off-street parking provides about two-thirds of the parking infrastructure in Maroochydore. Development must continue to provide its demand generated parking and ensure that it is available for use by customers and employees.

Sunshine Plaza and Big Top Market Fresh have recently introduced new parking arrangements with free parking for up to 3 hours. Some existing long term parking will be displaced as a result of this arrangement.

Parking demand

The Maroochydore peak demand period is typically late morning on weekdays. Weekday surveys reveal an increase in the length of the average stay between 2011 and 2014. This indicates an increase in overall longer stays and could be linked to employee parking, resulting in longer stay parking into adjacent residential and commercial areas.

Existing infrastructure

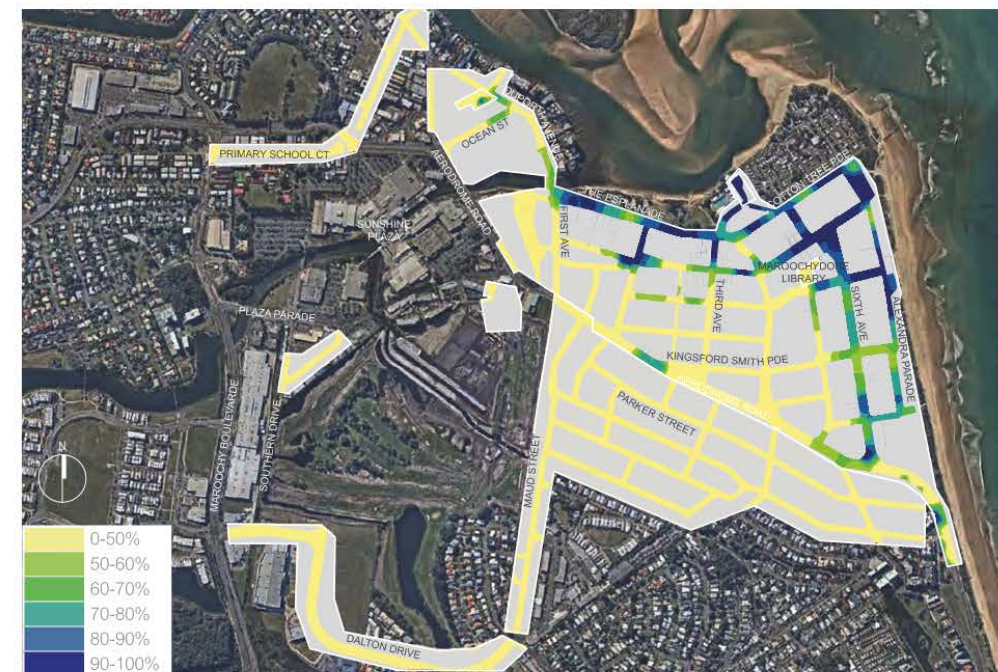
Though demonstrating high use during the week, the Cornmeal Parade parking site has low parking occupancy on weekends. Similarly, the Duporth Avenue public car park experiences very high use during weekdays with low occupancy on weekends.

Future Maroochydore Priority Development Area (PDA)

The Maroochydore PDA is designed using the principles of a transit-oriented development with high density, compact urban form. The design incorporates a comprehensive active transport network for both pedestrians and cyclists and provides for bus services, future passenger rail and light rail, as the primary transit hub for the Sunshine Coast. A greater shift toward active and public transport can be encouraged by controlling parking quantity and improving parking supply use. The Maroochydore City Centre Development Scheme identifies the adoption of a parking rate approaching half of the usual parking requirement (under the Sunshine Coast Planning Scheme) in anticipation of a long-term shift away from travel by car into the PDA. The introduction of paid parking in the PDA may result in some spill of employee all-day parking into the residential area to the east.

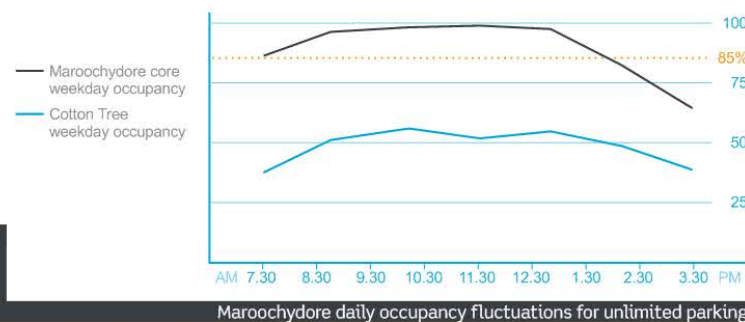
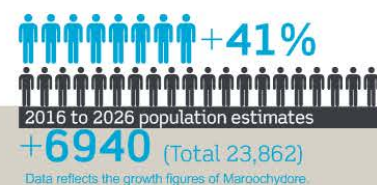


Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap





Maroochydore parking Actions and interventions



PARKING STRATEGY

- Introduce paid parking in central Maroochydore areas experiencing high occupancy and overstaying, timed with the introduction of paid parking in the Maroochydore PDA
- Reconfigure existing at grade parking areas that are capable of supporting greater capacity
- Plan and construct additional multi-storey paid parking supply on council sites
- Limited implementation of the resident parking permit scheme to support local residents
- Investigate and implement value for money, smart parking technologies to optimise local parking management
- Expand short term parking in high demand locations to support higher turnover and improve access to key destinations
- Encourage the shift to public transport, walking and cycling

BENEFITS

- Supports the development of a wider Maroochydore City Centre and facilitates economic vitality
- Promotes a quality urban environment with enhanced amenity
- Enables Maroochydore to function as a Principal Activity Centre
- Manages parking spillover from high-use areas into residential streets
- Encourages return visits
- Increases council's ability to adjust to shifting trends and demographics
- Manages the potential impacts associated with the development of Maroochydore
- Modifies travel behaviour

ONGOING STRATEGIC ACTIONS

The greater Maroochydore area will continue to experience growth in parking demand, with the majority concentrated around specific locations. In order to best reduce the impacts of this demand, the following actions will occur:

- Incorporate smart technology to improve driver experience and optimise parking management
- Refine parking rates for development, to match commercial needs and account for the desired shift to public and active transport
- Increase resource levels to educate, encourage and support the use of public transport and active transport as viable alternatives to private motor vehicles
- Review private off-street parking use to ensure supply is meeting planning objectives
- Support ongoing communication with the providers of large private off-street parking facilities, to ensure a coordinated and consistent approach to parking in Maroochydore
- Regulate parking to provide a range of parking
- Advocate for improved public transport to and around Maroochydore..

TARGETED ACTIONS

Maroochydore is approaching practical capacity for public parking, triggering the need for action to avoid negative impacts. A number of targeted actions have been identified to address these concerns.

Short term (1-5 years)

- 1 Provide some 2P and 4P parking spaces in Carnaby Street and Southern Drive to support adjacent development (only at selected locations)
 - 2 Provide temporary at-grade parking at the Millwell Road /Evans Street intersection
 - 3 Cornmeal Parade (additional 500 bays approx.) and
 - 4 Duporth Avenue (additional 400 bays approx.) car park sites
- Formalise on-street parking in Carnaby Street and Southern Drive
 - Review time restrictions surrounding key destinations to match priority use
 - Increase enforcement at the Cornmeal Parade and Duporth Avenue public off-street car parks to support the intended use of that parking
 - Provide sufficient monitoring to encourage parking behaviour to match planned use
 - Provide additional at-grade car parks in Cotton Tree where possible
 - Simultaneously introduce paid parking in parts of the existing Maroochydore core area and the Maroochydore PDA site
 - Investigate the provision of multi-storey parking facilities at the:

- Develop a value for money investment strategy to provide and sequence additional parking to support the whole Maroochydore CBD, recognising the parking capacity of the PDA.
- 5 Reconfigure some on-street parking in Alexandra Parade to provide additional at-grade car parks in Cotton Tree
- 6 Negotiate parking in the designated passenger rail corridor into the Maroochydore City Centre corridor adjacent to Southern Drive
- Create a park and ride facility south of Maroochydore at Elizabeth Daniels Park for employee and event parking.

Medium-long term (5-10 years)

- 7 Consider residential parking permits (meeting criteria) in residential areas adjacent to the business area adversely affected by spill over parking, only after the implementation of reduced time limits.
 - 8 Implement time limits along the Cotton Tree beachfront (selective locations only)
- Introduce additional paid parking areas in alignment with the Maroochydore PDA development
 - Manage the partial shift of all-day parking to outside the boundary of the paid parking area, with free parking within walking distance
 - Consolidate parking at the Cornmeal Parade and Duporth Avenue multi-storey car parks.



Parking actions - Maroochydore



Moffat Beach parking



Moffat Beach

Moffat Beach is a popular beachside destination with visitors seeking access to the beach, cafes and restaurants in Seaview Terrace and local services. The area is primarily made up of residential properties so there are limited private parking opportunities for visitors to the area.

OBSERVATIONS

The public parking supply in the area is predominantly unrestricted parking areas.

The key public off-street parking area is the foreshore areas along Bryce Street and Queen of Colonies Parade. There is also a public off-street car park at the corner of Rinaldi Street and Seaview Terrace that provides convenient access to the beach and the commercial area.

Public parking

There are approximately 270 public parking spaces within a 200m radius of the Seaview Terrace area.

A small number of 10 minute bays (3) are located on the western side of Seaview Terrace to provide for short-term parking needs and access to commercial uses.

A small number of 20 minute bays (8) are provided on Seaview Terrace and Roderick Street. Parking on the foreshore area and adjacent streets are the first used and remain busy. Streets further back take up the remaining parking demand, particularly during peak and holiday periods.

Private parking

Apart from a small amount of parking immediately behind the shops, the private off street parking is provided for residential uses and is not accessible for public use. As a result, there is a high reliance on public parking areas.

ACTIONS

Investigate opportunities to re-arrange existing foreshore car parking areas to maximise car parking. Council will monitor the performance of parking in the area and will consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is a popular destination, particularly on weekends. However the current supply of parking together with accepting parking occurring in adjacent streets is sufficient to cater to the typical demands.



Moffat Beach parking focus area

Aerial Imagery supplied by NearMap



Montville parking Context and overview



Montville
 Montville is one of the Sunshine Coast's most popular hinterland destinations, with its rich rural character and small village charm. A range of initiatives is proposed to optimise parking in the area.

KEY ISSUES

Montville's parking demand is driven by weekend commercial activity and peak holiday periods. Some localised parking pressure has been observed.

Demand variation

Survey data indicates significantly higher parking demand in Montville on weekends, primarily driven by visitor trips. On-street parking is busy on weekdays, however sufficient capacity exists for typical weekday activity.

Pressure points

Sections of the Main Street commercial area experience more than 90% occupancy for extended periods on weekends. During the week high occupancy rates combined with stays generally less than 3 hours provide the required turnover.

There are some longer term stays that result in a low turnover rate and contribute to high occupancies in prominent, high demand parking areas. Longer stays are better suited to off-street parking areas, where parking demand is currently lower. This would create available bays in priority areas and make better use of existing infrastructure.

Underutilised areas

Russell Family Park contains an area which allows informal off-street public parking. Survey data shows little use on weekdays and moderate use on weekends typically. It is acknowledged however that this area can become full during peak times.

Informal parking areas

The Russell Family Park off-street parking area is not line-marked or sealed. Located approximately 150m from Main Street, its location is ideal for centre parking. The unsealed surface is recognised as a barrier to some users, particularly after poor weather.

Upgrades will create a desirable and convenient parking environment for visitors and will assist in accommodating peak holiday demands.

Existing Parking

Available parking in the area of occupancy mapping:

- Public parking – about 380 bays of which about 135 are off-street
- Private parking – about 160 bays
- There are no time restricted bays in Montville.

Duration of stay

Surveyed information on public parking reveals that for any day of the week, 75-80% of vehicles stayed for 2 hours or less and 85-80% of vehicles stayed for 3 hours or less. Very few stayed more than 4 hours. This means that currently turnover is naturally occurring and there would be opportunities to find vacant bays.

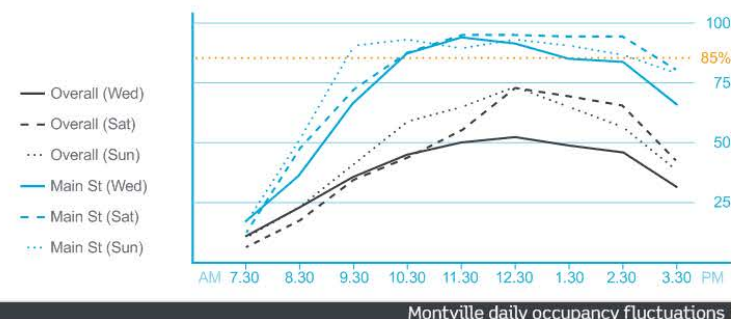
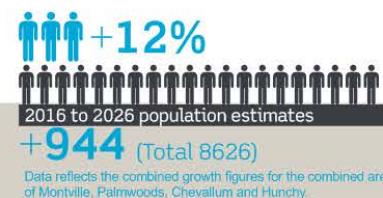


Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Montville parking Actions and interventions



Montville

The aim is to optimise existing parking infrastructure by enhancing connectivity between observed parking 'hot spots' and underutilised areas. A range of targeted initiatives is proposed to address future parking demand in Montville.

PARKING STRATEGY

- Encourage higher turnover and support access to the main street by creating short term parking in high demand locations
- Formalise on and off-street parking areas to enhance user legibility and increase parking supply
- Encourage and promote the use of underutilised sites by increasing pedestrian connectivity between Main Street and unrestricted parking areas
- Track parking measures, emerging demographics and trends to inform decision-making

BENEFITS

- Improved pedestrian wayfinding and connectivity to the town centre
- Greater turnover and availability of parking in high activity commercial areas on Main Street
- Formalised parking areas which increase parking supply and enhance the user experience
- Accommodates future demands and supports economic growth activity
- Encourages return visits and manages the perception of parking shortages
- Increases council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

Montville will experience growth in parking demand, particularly along the Main Street commercial area. The following actions will occur as required, or on a regular repetitive basis to mitigate potential demand impacts:

- Improve signage and wayfinding between parking areas and the town centre area, to encourage visitor awareness and improve user experience and legibility
- Engage with property owners and businesses to ensure private off-street parking remains available for staff and customers
- Monitor parking use in the Montville area to understand parking trends
- Promote travel options which reduce parking demand
- Council will continue to require new development to provide for its generated parking demand in accordance with the Sunshine Coast Planning Scheme.

TARGETED ACTIONS

Montville's existing parking arrangement has some capacity to cater for future needs. Targeted initiatives are proposed to align parking infrastructure with future demands.

Short term (1-5 years)

- Stage the introduction of time-restricted on-street parking on Main Street to maintain turnover, improve access to commercial areas and encourage use of off-street areas for longer-duration stays
 - Introduce 3P time-restricted off-street parking in the Visitor Centre car park to increase turnover, improve access to retail areas and encourage use of off-street areas for longer-duration stays
 - Encourage commercial sites on Main Street to improve pedestrian connectivity to Russell Family Park.
 - Seal and formalise the unrestricted parking area in Russell Family Park, to increase supply and enhance legibility and user experience
 - Expand the Russell Family Park car park in accordance with the master plan, and provide a new access point from Western Avenue
- Introduce parking technology to provide real time advice on off-street public parking availability
 - Investigate opportunities to re-arrange existing Memorial Close car parking to maximise car parking.



Parking actions - Montville

LOCAL AREA PARKING PLAN

Mooloolaba parking Context and overview




KEY ISSUES

Mooloolaba parking supports local resident needs related to employment, day to day services and recreation outcomes. Its natural features and facilities attract high tourist and visitor numbers throughout the year. The challenge is to balance the supply of parking to this varying demand. Additional parking is needed.

Seasonal variation

For most of the year, the parking supply effectively caters for typical demands. Mooloolaba does however experience periods of high parking demand during peak holiday periods and events. During these periods much of the area's parking supply has been observed to be occupied. This results in spillover into surrounding areas and contributes to congestion and parking demand pressure throughout Mooloolaba. Managing fluctuations in demand is an important element in maintaining Mooloolaba's viability and accessibility.

The Wharf and Sealife car park, Foote Street area and the Spit experience significant seasonal variation in parking occupancy.

Pressure points

The Mooloolaba foreshore area and the Brisbane Road car park experience prolonged periods of high demand throughout the year, on weekdays and weekends alike. Prolonged periods of high occupancy can impact traffic, contributing to congestion in Mooloolaba.

Additional parking is required and is to be delivered on the Brisbane Road car park site.

Maintaining and improving turnover in the core area is a required outcome. This will mean some revised time restrictions and paid parking.

Transport network

The Mooloolaba transport network requires improvement to cater for anticipated growth. These improvements will require the removal of some on-street parking bays. The most significant project is the Brisbane Road and Walan Street four lane upgrade and associated works.

Strategic Issues

The following high level strategic issues impact the effectiveness of parking:

- High frequency public transport connections exist with other centers, however the car remains the dominant mode of travel
- Existing active transport connections are present, but not complete or clearly identifiable
- Some areas are popular for public parking at all times due to proximity to particular destinations. These areas show continued high occupancy levels, with a relatively short duration of stay, which creates good turnover and maintains availability
- Dealing with holiday peak periods through simply increasing permanent parking supply alone is not a viable solution.

Duration

The majority of on-street public parking bays were observed to have a duration of stay less than 2 hours. This indicates that parking bays with or without a time restriction currently experience regular turnover needing limited intervention.



HIGH SEASON weekday parking occupancy (typical peak)



LOW SEASON weekday parking occupancy (typical peak)

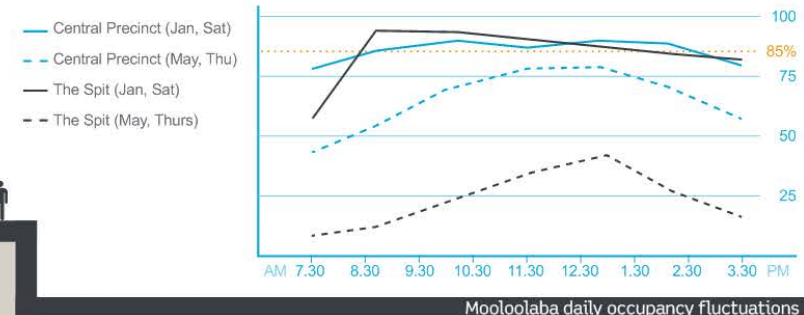
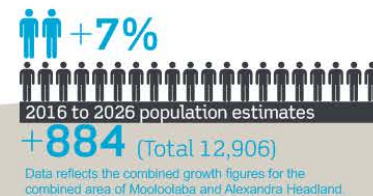


HIGH SEASON weekend parking occupancy (typical peak)



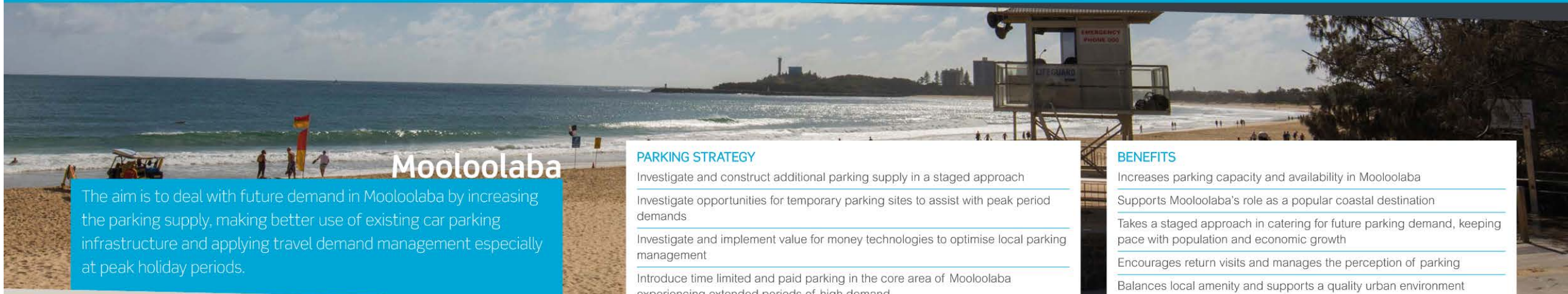
LOW SEASON weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap





Mooloolaba parking Actions and interventions



Mooloolaba

The aim is to deal with future demand in Mooloolaba by increasing the parking supply, making better use of existing car parking infrastructure and applying travel demand management especially at peak holiday periods.

PARKING STRATEGY

- Investigate and construct additional parking supply in a staged approach
- Investigate opportunities for temporary parking sites to assist with peak period demands
- Investigate and implement value for money technologies to optimise local parking management
- Introduce time limited and paid parking in the core area of Mooloolaba experiencing extended periods of high demand
- Ensure future development provides for its generated parking demand
- Undertake travel behaviour change activities to modify parking demand

BENEFITS

- Increases parking capacity and availability in Mooloolaba
- Supports Mooloolaba's role as a popular coastal destination
- Takes a staged approach in catering for future parking demand, keeping pace with population and economic growth
- Encourages return visits and manages the perception of parking
- Balances local amenity and supports a quality urban environment
- Improves management of a highly variable parking demand
- Increases council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

Parking demand in the greater Mooloolaba area must be managed in order to maintain the activity of the centre. The following actions will occur as required or on a regular repetitive basis:

- Conduct a review of signage, wayfinding and line marking to inform users and support enforcement
- Implement ongoing travel demand management to reduce parking demand, particularly during peak holiday periods
- Investigate and implement temporary parking opportunities to ease pressure during peak holiday periods
- 1** Incorporate value for money technology in line with an integrated parking system, including smart parking meters and real time parking signage
- Enforce parking regulations across Mooloolaba
- Advocate to TransLink for improved public transport to and around Mooloolaba including a local shuttle service during peak holiday periods
- Promote the use of the active transport network and investigate potential for a bicycle share scheme
- Ensure that new development provides for its generated parking demand
- Encourage adjoining development sites to explore and realise shared and consolidated parking arrangements
- Ensure the public has easy access to parking information via a parking map and interactive apps to facilitate journey planning
- Promote public transport as a viable travel alternative for visitors
- The proposed sequence for providing additional off-street car parking recognising a potential need for an additional 1,000 spaces in the long term is:
 - Brisbane Road multi-storey car park facility coincidental with an at-grade 'park and ride' site at Incana Street
 - A new multi-storey car park, with increased capacity, on The Wharf site
 - A possible, future site to be investigated for need, capacity and location
- Engage with property owners to ensure that private off-street car parking remains available and accessible for staff and customers.

TARGETED ACTIONS

Mooloolaba is fast approaching its practical parking capacity for periods of the year, which triggers the need for action to avoid negative impacts. A number of targeted actions have been identified to address these concerns:

Short term (1-5 years)

- Review and introduce time-restricted parking in targeted core locations experiencing prolonged periods of high occupancy
- Construct a new off-street multi-storey public car park on the Brisbane Road car park site, incorporating a mixture of timed and un-timed parking to maximise additional supply
- Introduce paid parking throughout the central /core area of Mooloolaba in line with the opening of the Brisbane Road multi-storey car park
- Review time restrictions and introduce paid parking at the Wharf/SeaLife off-street facility in line with the opening of the Brisbane Road multi-storey car park
- Redevelop the existing multi-storey car parking area at the Wharf site to accommodate additional car parks (after Brisbane Road car park site redevelopment)
- Introduce real time parking advisory signs at targeted locations
- Investigate and implement opportunities for temporary at-grade parking locations on council-owned vacant land, as well as Penny Lane and Mooloolaba State School
- Create a new 'park and ride' facility near the Sunshine Motorway with connections between active and public transport networks.

Medium to long term (5+ years)

- Construct an additional multi-deck car park with a mixture of timed and un-timed parking (location to be determined)
- Introduce use-restricted bays where need is demonstrated
- Monitor and, if required, identify options for additional parking supply.



Parking actions and possible future outcome - Mooloolaba



Mooloolah parking



OBSERVATIONS

The public parking supply in Mooloolah is made up of approximately 200 spaces located within a 200m radius of the core of the Bray Road and Jones Street business area.

Public parking

There are no time restrictions in the area, making all day parking possible as required. On-street parking demand does not extend much beyond the commercial area.

Private parking

Private off-street parking makes up a significant proportion of available parking and is provided to the rear of commercial properties in Jones Street and Bray Road. These private parking areas generally cater to the needs of employees and customers to the town centre.

The Mooloolah train station park and ride on the east side of the rail line is quite well utilised. There is an informal parking area west of the rail on railway land along Jones Street that gets used.

ACTIONS

There are currently no short term actions identified in the defined area. Advocacy to the State for expansion of the park and ride facilities at the station in the medium term.

Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is generally well catered for, with private parking to the rear of commercial properties and adjacent on-street parking providing convenient access to street front properties. Jones Street and Bray Road are known to become busy at peak times.



Unrestricted parking
 Mooloolah parking focus area

Aerial Imagery supplied by NearMap



Mountain Creek parking



Mountain Creek serves day to day convenience shopping and provides a community focus for local residents.

OBSERVATIONS

The parking supply in the Mountain Creek area is predominantly made up of private parking located at the front of retail tenancies in the shopping centre.

There are limited easily accessible local roads within a 200m radius of the centre, however there are numerous opportunities for public on-street parking on Karawatha Drive.

Public parking

There are approximately 100 public on-street spaces within a short walking distance of the activity centre. These spaces are located between the path to Adori Drive and Golf Links Road. There are no time restrictions in the area resulting in the majority of public parking spaces being available for parking all day when required.

Private parking

The private parking in the Mountain Creek shopping centre provides sufficient parking to accommodate the needs of staff and customers to the centre.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

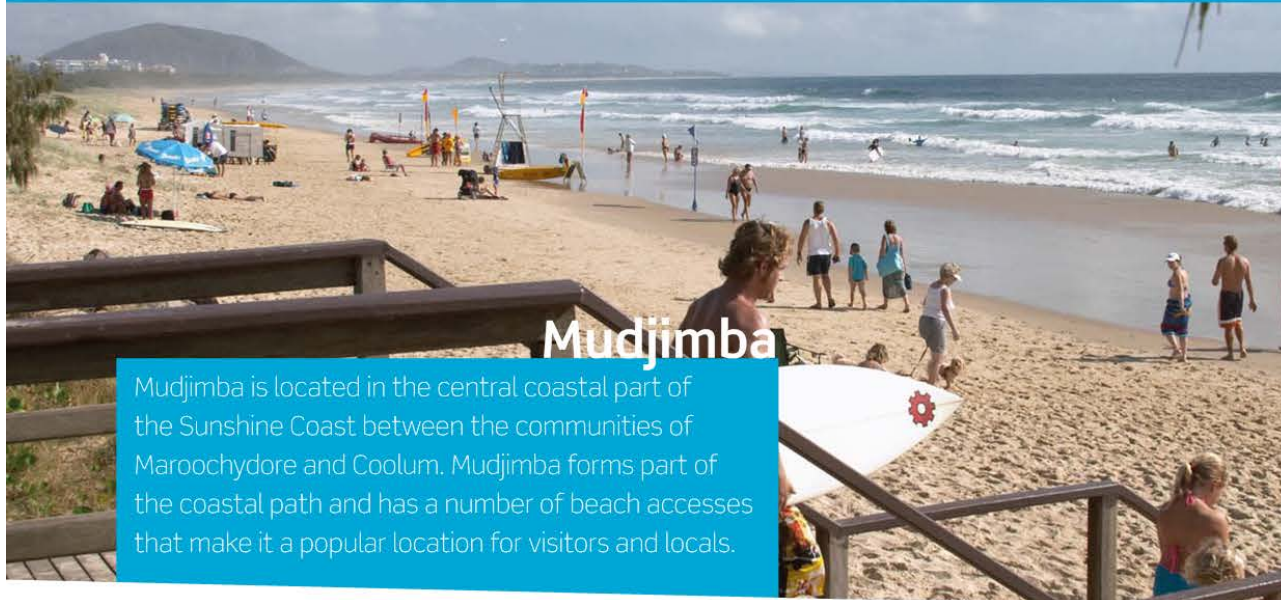
The private parking in Mountain Creek generally provides sufficient convenient parking to cater to staff and customer parking demands. A large number of public on-street parking spaces are available on Karawatha Drive.



Mountain Creek parking focus area

Aerial Imagery supplied by NearMap





Mudjimba

Mudjimba is located in the central coastal part of the Sunshine Coast between the communities of Maroochydore and Coolum. Mudjimba forms part of the coastal path and has a number of beach accesses that make it a popular location for visitors and locals.

OBSERVATIONS

The parking supply in the Mudjimba area is predominantly made up of public parking. There is a large off-street parking area on the beach side of Mudjimba Esplanade with 51 spaces.

Public parking

There are also a large number of public on-street parking spaces in the surrounding local streets with approximately 280 public spaces within a 200m radius of the Mudjimba Beach Road/Mudjimba Esplanade intersection. A small number of short term time restricted parking spaces front the commercial properties on Mudjimba Esplanade.

The remaining on street areas do not have time restrictions, enabling parking all day when required.

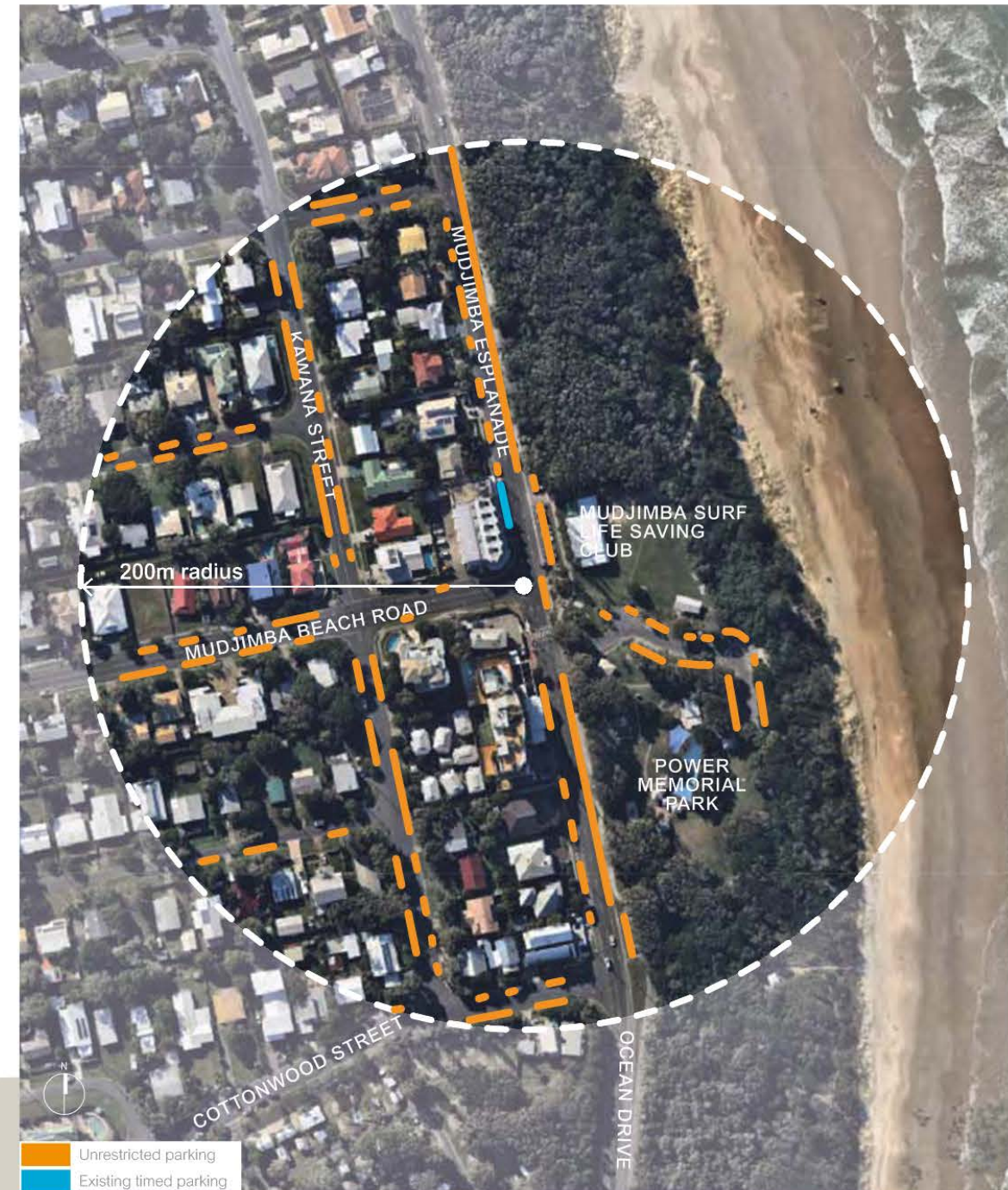
Private parking

Private parking in the area is limited to resident parking, with some visitor parking for the larger multi-unit sites.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is known to become busy, particularly on peak weekends around the Mudjimba Surf Life Saving Club and the off-street car park. However the current supply of parking together with accepting parking occurring in adjacent streets is considered to be sufficient to cater to the typical demands.



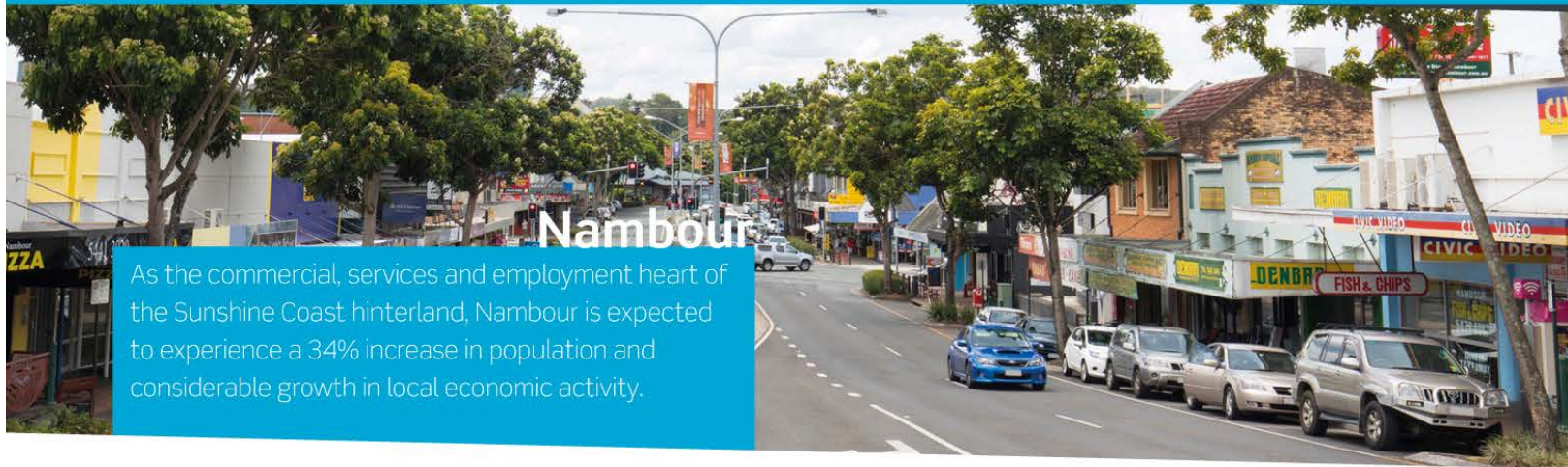
Mudjimba parking focus area

Aerial Imagery supplied by NearMap





Nambour parking Context and overview



Nambour
 As the commercial, services and employment heart of the Sunshine Coast hinterland, Nambour is expected to experience a 34% increase in population and considerable growth in local economic activity.

KEY ISSUES

Parking demand in Nambour is driven by employee and patient parking around the Nambour General Hospital and by the retail and employment parking around the Nambour town centre. Weekday parking demand is significantly greater than weekend parking demand.

Parking located close to key destinations is heavily utilised while parking locations further afield have available capacity.

Monitoring is required to ensure that future growth is catered for.

Private development contributes a significant amount of parking supply to the Nambour area. It is important that development continues to meet its generated demand to ensure that undue pressure is not placed on public parking infrastructure. Significant quantities of development parking have recently been added to Nambour.

Nambour acts as a key park and ride site for rail users.

Nambour General Hospital

Private paid parking is available at the Nambour General Hospital and has operated at capacity.

The public on-street and off-street parking in close proximity to the Nambour General Hospital has high utilisation and results in hospital related parking spillover into adjacent residential streets. Some spare parking capacity is available in the residential streets further from the hospital site however the surrounding topography may restrict some people from easily accessing these car parking spaces.

Council has taken a proactive role to maximise available public parking including acquiring land.

A 3P parking area is located north of the hospital site and a residential parking permit scheme exists for this area.

The opening of the Sunshine Coast Public University Hospital is shifting services away from the Nambour General Hospital which is likely to change demand for employee, patient and visitor parking in this area.

Parking in and around the Nambour General Hospital should be monitored to determine how parking demand changes as a result of the opening of the Sunshine Coast Public University Hospital.

Nambour town centre

High employee numbers drive parking demand in the Nambour town centre. While private off-street car parking facilities cater for some of this demand there is still a portion of employee parking that occurs in unrestricted on-street and public off-street parking locations.

The 2P time-limited on-street parking experiences high occupancy but regular turnover with minimal overstaying occurring. Some public off-street parking is also time-limited to ensure off-street parking is also available for short term users.

The unrestricted on-street parking locations experience high occupancy with long durations of stay occurring. Some on-street parking supply does remain available on the fringes of the CBD. People will need to walk slightly further to reach their destination and the topography may restrict some people from easily accessing some of these car parking spaces.

Some businesses in older developments have limited on-site parking and currently rely on on-street parking.

Duration and overstaying

In the town centre 2P on-street parking area, approximately 95% of vehicles stay less than 2 hours ensuring that frequent turnover occurs.

In the time restricted parking bays around Nambour General Hospital overstaying has frequently occurred which prevents turnover of vehicles in these high demand parking locations.

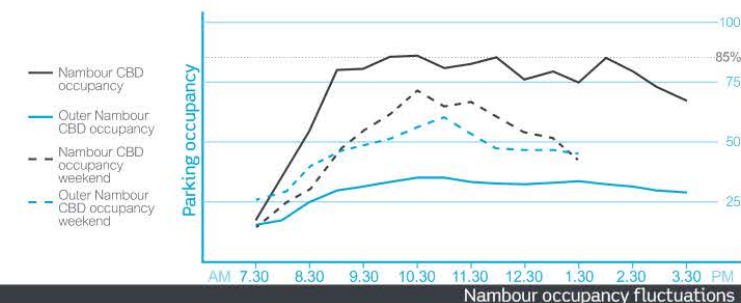


Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Nambour parking Actions and interventions

Nambour

The strategy aims to make better use of existing car parking infrastructure and proposes a range of targeted initiatives to increase management at observed parking 'hot spots', and meet the additional demand of future growth.

PARKING STRATEGY

- Enforce time-limited parking experiencing prolonged periods of high occupancy
- Promote use of existing off-street parking sites to reduce on-street parking demand
- Work with the State Government to achieve parking outcomes around the Nambour General Hospital
- Ensure all new development meets parking infrastructure requirements under the planning scheme
- Maintain implementation of resident parking permit scheme to support local residents that meet permit criteria
- Investigate and implement value for money technologies to optimise local parking management

BENEFITS

- Encourages return visits and manages the perception of parking deficiencies
- Promotes the local amenity and a quality urban environment
- Enables Nambour to function as a key regional destination and economic centre
- Improved enforcement and management of parking spillover from the hospital into surrounding residential streets
- Encourages sustainable travel behaviour
- Increases council's ability to adjust to shifting trends and demographics

ONGOING STRATEGIC ACTIONS

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

- Create an interactive parking map to help journey planning
- Advocate to the State for improved public transport around Nambour to improve local journeys and support park and ride travel
- Continue monitoring of parking use in the Nambour area to improve understanding of parking trends
- Promote travel choice options which reduce parking demand
- Council will continue to require new development to provide for its generated parking demand in accordance with the Sunshine Coast Planning Scheme
- Ensure private off-street parking remains accessible and promote opportunities of consolidated shared parking in the town centre.

TARGETED ACTIONS

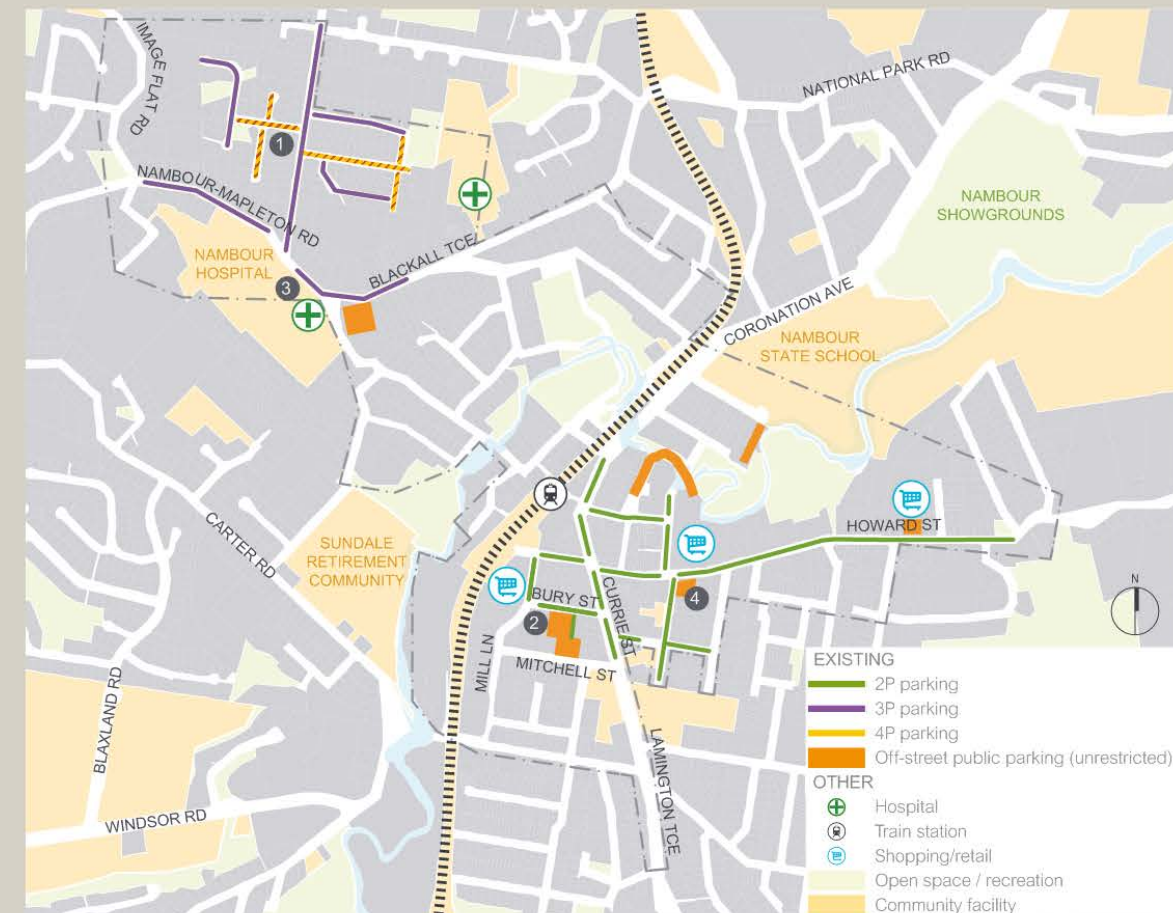
The high parking demand in Nambour would normally result in a number of parking management measures being implemented. However, there is some spare capacity that borders the town centre and the Nambour General Hospital. Additional parking supply will not be provided in the short term in order to maximise the use of the existing surrounding parking supply and anticipating a change in demand at the hospital.

Short term (1-5 years)

- Create a parking map for Nambour to assist finding appropriate parking
- Review 10 and 30 minute time-restricted parking arrangements in the inner Nambour town centre area
- 1 Increase enforcement of parking regulations in the area surrounding the Nambour General Hospital in order to maintain turnover in areas that are experiencing spillover from the hospital
- 2 Review the mix of parking and increase enforcement in the vicinity of Council Chambers and Nambour Library to maintain turnover
- 3 Continue to liaise with the State Government to achieve parking outcomes around the Nambour General Hospital
- 4 Investigate opportunities to provide additional parking supply for the Nambour town centre including a multi-storey parking facility at the Howard Street/Sydney Street public off-street car park site.

Medium to long term (5+ years)

- Investigate options for value for money technology which assists to optimise parking use and management.



Parking actions - Nambour



Pacific Paradise

Pacific Paradise provides convenience shopping and a community focus for local residents.

OBSERVATIONS

The parking supply in Pacific Paradise is predominantly made up of private parking associated with the North Shore Village, North Shore Tavern and the Pacific Paradise Bowls Club. There are a number of public on-street parking areas within a 200m radius of the centre which provide for convenient access to street front commercial tenancies.

Public parking

There are approximately 90 public on-street spaces within a 200m radius of the Menzies Drive/Timari Street Intersection. There are a small number of short term time restricted parking spaces on the eastern side of Timari Street and on David Low Way. The remaining on-street parking does not have time restrictions, enabling parking all day when required.

Private parking

The private parking in the area currently provides the majority of parking and is sufficient to accommodate the needs of staff and customers to the centre.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The combined supply of public and private parking in the Pacific Paradise area generally provides sufficient convenient parking to cater to typical staff and customer parking demands to the centre.

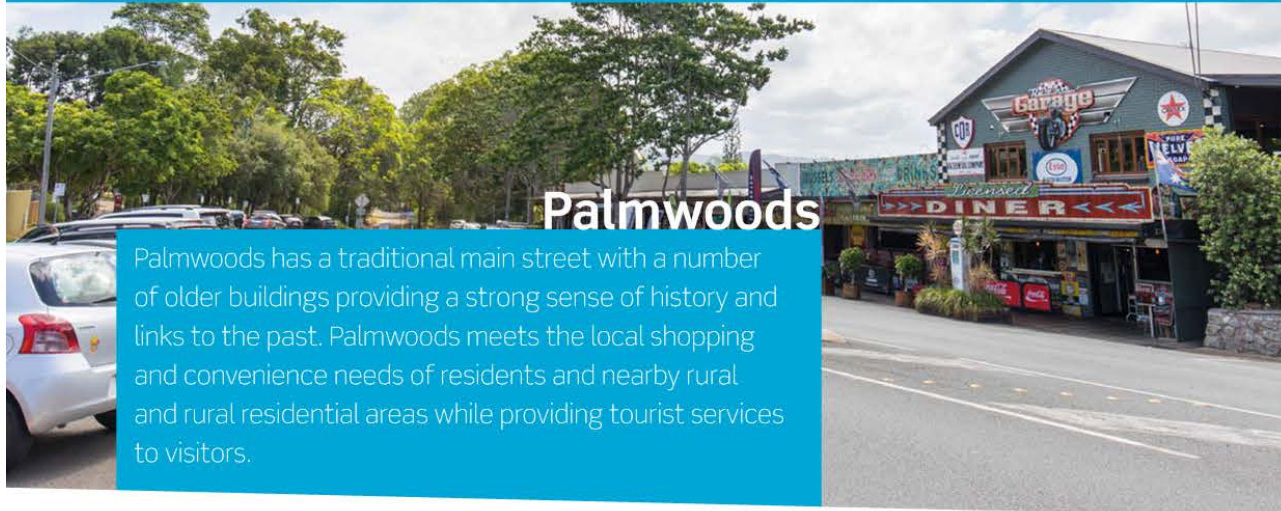


Pacific Paradise parking focus area

Aerial Imagery supplied by NearMap



September 2017



Palmwoods

Palmwoods has a traditional main street with a number of older buildings providing a strong sense of history and links to the past. Palmwoods meets the local shopping and convenience needs of residents and nearby rural and rural residential areas while providing tourist services to visitors.

OBSERVATIONS

There are two distinct areas of Palmwoods that experience higher parking demands. These areas are Margaret Street/Main Street core area to the north, and the Palmwoods Hotel area to the south.

There are approximately 250 spaces located within a 200m radius of the core of the Margaret Street/Main Street business area.

There are an additional 80 spaces around the Palmwoods Hotel area.

Public parking

Public parking in the area is generally on-street parking.

A limited number of parking spaces in Margaret Street and Main Street are time restricted to encourage turnover and include 2P and 4P time restrictions. The remaining areas are unrestricted and allow for all day use when required.

Private parking

Private parking in the centre is limited to some small parking areas to the back of businesses in Margaret Street. The Palmwoods Hotel has a large private parking area that supports visitor and employee parking.

The Palmwoods Station park and ride area is east of the rail line but can be accessed from the centre via a controlled at grade pedestrian crossing of the rail.

ACTIONS

In the short term a parking survey will be undertaken to establish base line data to track future trends.

Review the availability of accessible parking in the vicinity of the community hall.

The Palmwoods Master Plan provides a blueprint for development of the public domain and sets out some medium/long term changes to parking arrangements. These actions include:

- rearrangement of parking in Main Street
- extension of 90 degree parking in Hill Street
- pedestrian crossing improvements on Main Street.

The area is generally well catered for, however parking in Margaret Street and Main Street are the most desirable parking areas in the centre and known to become busy at peak times of the day. There are limited private parking areas so there is a high reliance on public parking.



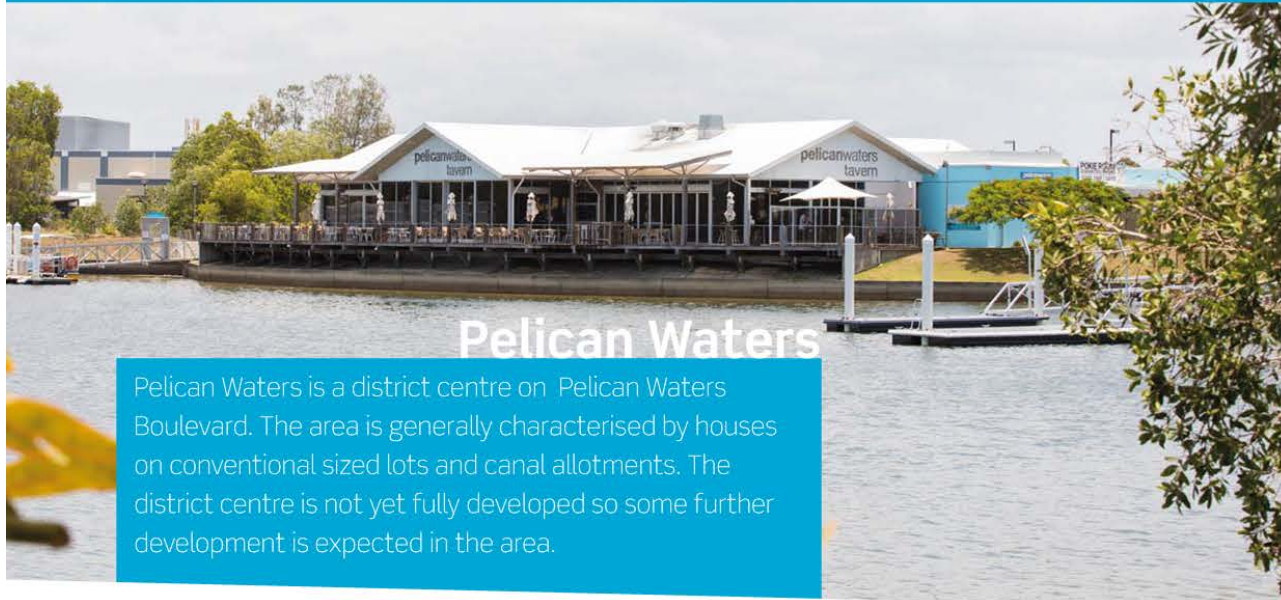
Palmwoods parking focus area

Aerial Imagery supplied by NearMap



September 2017

Pelican Waters parking



Pelican Waters

Pelican Waters is a district centre on Pelican Waters Boulevard. The area is generally characterised by houses on conventional sized lots and canal allotments. The district centre is not yet fully developed so some further development is expected in the area.

OBSERVATIONS

The parking supply in Pelican Waters is predominantly made up of private parking located in at-grade facilities in the front of retail tenancies in the Pelican Waters centre.

There are limited easily accessible local roads within a 200m radius of the entry to the centre which means Pelican Waters Boulevard is the main supply of on-street parking in the area.

Public parking

There are a total of 54 public on-street spaces currently at the front of the activity centre on Pelican Waters Boulevard.

There are no time restrictions in place for public parking areas so it is possible to park all day when required.

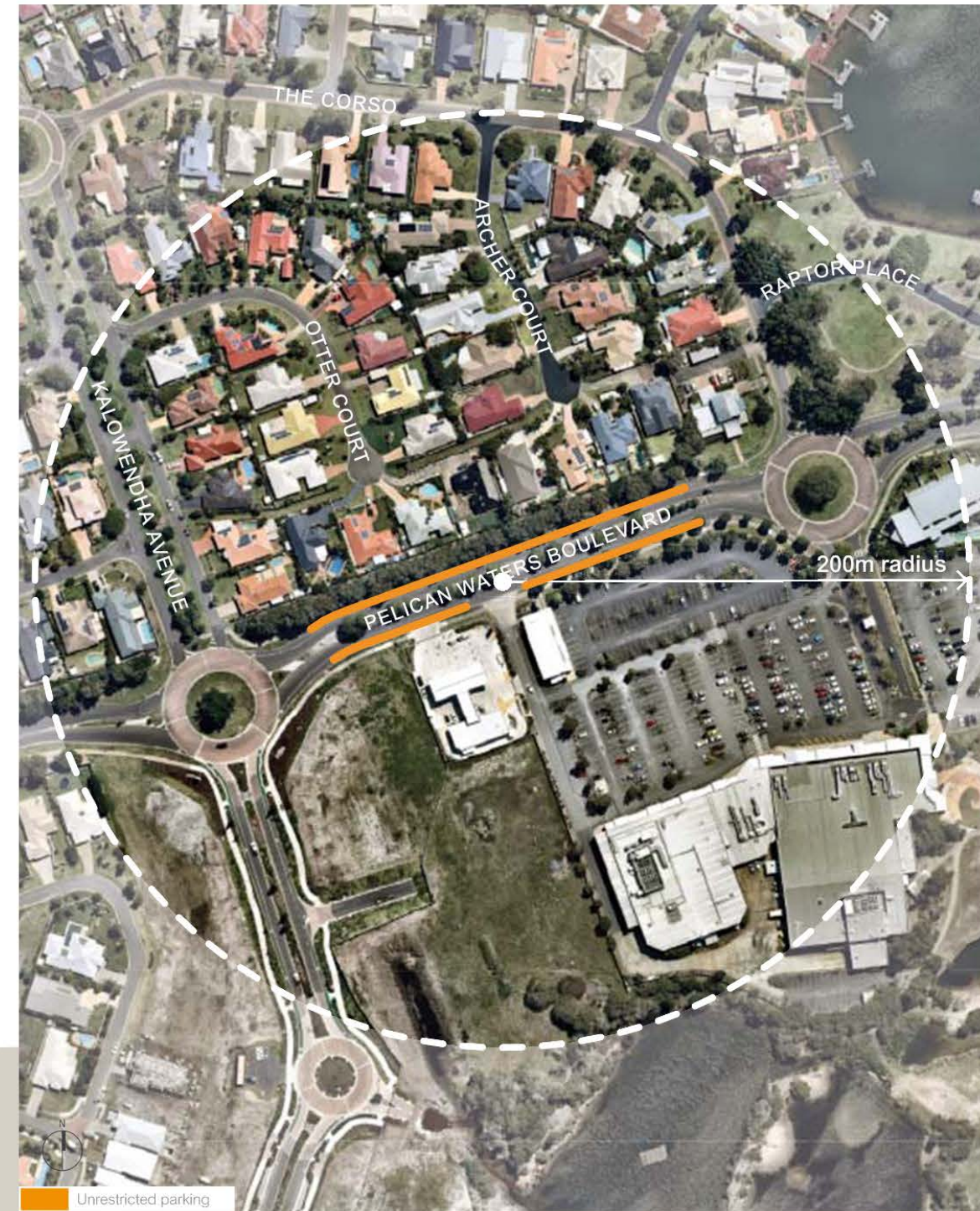
Private parking

The activity centre appears to provide sufficient private parking to accommodate the needs of staff and customers to the centre. Occupancy levels will increase with the continued growth.

ACTIONS

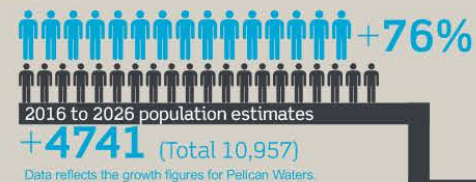
There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The private parking in the centre provides sufficient convenient parking to cater for parking demands. On-street parking currently experiences limited use along Pelican Waters Boulevard.



Pelican Waters parking focus area

Aerial Imagery supplied by NearMap



Peregian Springs parking



Peregian Springs

Peregian Springs local centre is located in the emerging communities of Peregian Springs and Coolum Ridges. The centre provides for the day to day shopping needs of residents in the area.

OBSERVATIONS

The parking supply in the Peregian Springs local centre is made up of private parking located in at-grade facilities in the front of the centre

Public parking

There are limited local roads within a 200m radius and the higher order nature of these roads means that no on-street parking facilities are provided. This means that there is a full reliance on private parking to serve the needs of customers.

Private parking

The private parking for the centre provides sufficient parking to accommodate the needs of staff and customers to the centre. Parking occupancy rates will rise with the expected growth in population.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The private parking in the Peregian Springs provides sufficient convenient parking to cater to visitor parking demands.



Peregian Springs parking focus area

Aerial Imagery supplied by NearMap



Point Arkwright parking



Point Arkwright

Point Arkwright is located in the central coastal part of the Sunshine Coast between the coastal communities of Marcoola and Coolum Beach. Point Arkwright forms part of the coastal path and has a number of scenic observation points that make it a popular location for visitors and locals.

OBSERVATIONS

The parking supply in the Point Arkwright area is made up of public parking.

There is a small off-street parking area at the Point Arkwright Headlands Park car park, however the majority of parking spaces in the area are public on-street spaces.

Public parking

There are approximately 200 public spaces within a short walking distance of the Point Arkwright Headlands Park car park. The on-street spaces are all unmarked.

There are no time restrictions in the area resulting in the majority of public parking spaces in the area being available for parking all day when required.

Private parking

Private parking in the area is limited to resident parking, however some visitor parking exists for larger multi-unit sites.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is known to become busy, particularly on peak weekends around the Point Arkwright Headlands Park car park. However the current supply of parking together with accepting some parking occurring in adjacent streets is considered to be sufficient to cater to the typical demands.



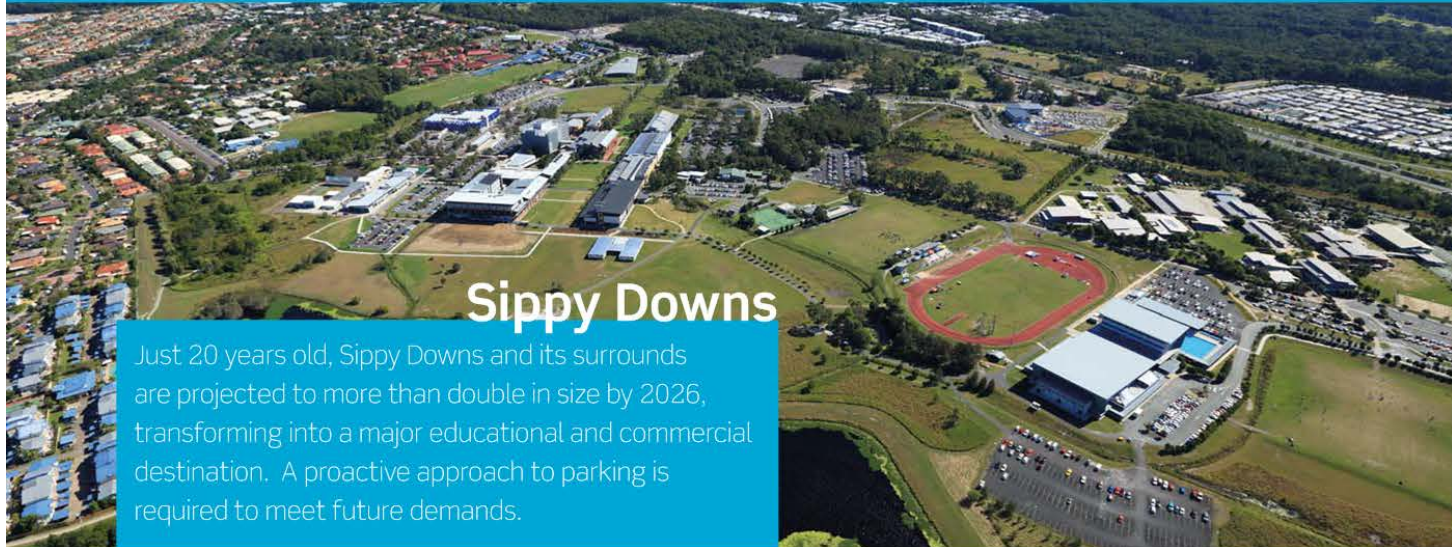
Point Arkwright parking focus area

Aerial Imagery supplied by NearMap





Sippy Downs parking Context and overview



KEY ISSUES

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

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

University spillover

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

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

Scholars Drive

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

Chancellor State College spillover

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

Variable demand

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

Emerging town centre

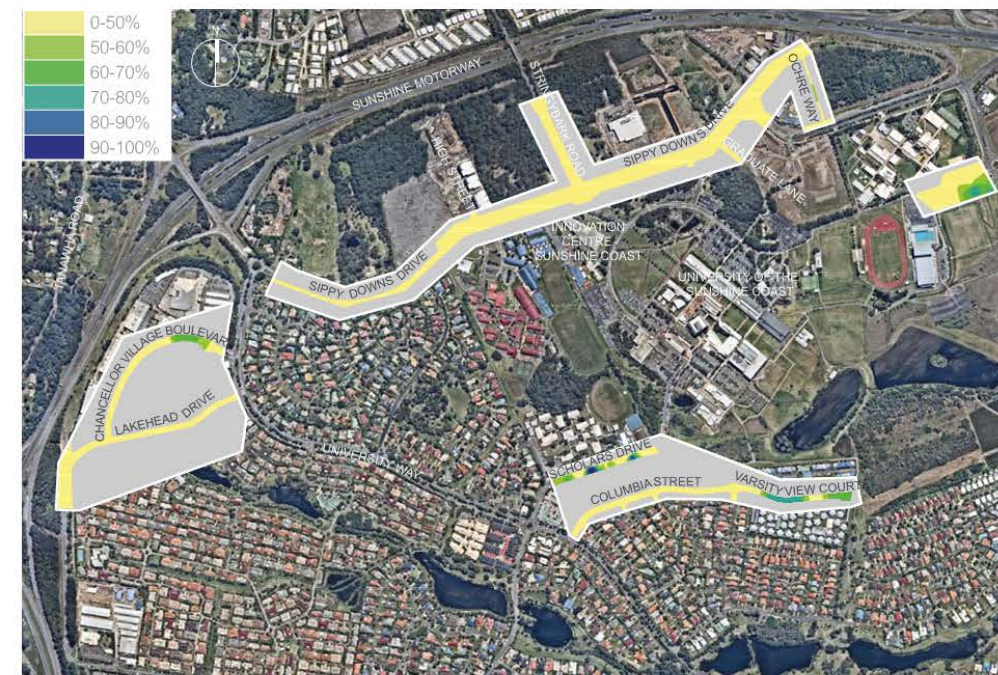
The Sippy Downs town centre will be the largest parking demand generator in the future. Over time, the employment opportunities and services offered will attract additional customers, adding to overall parking demand.

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

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



Weekday parking occupancy (typical peak)



Weekend parking occupancy (typical peak)

Aerial Imagery supplied by NearMap



Sippy Downs parking Actions and interventions



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

PARKING STRATEGY

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

BENEFITS

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

ONGOING STRATEGIC ACTIONS

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

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

TARGETED ACTIONS

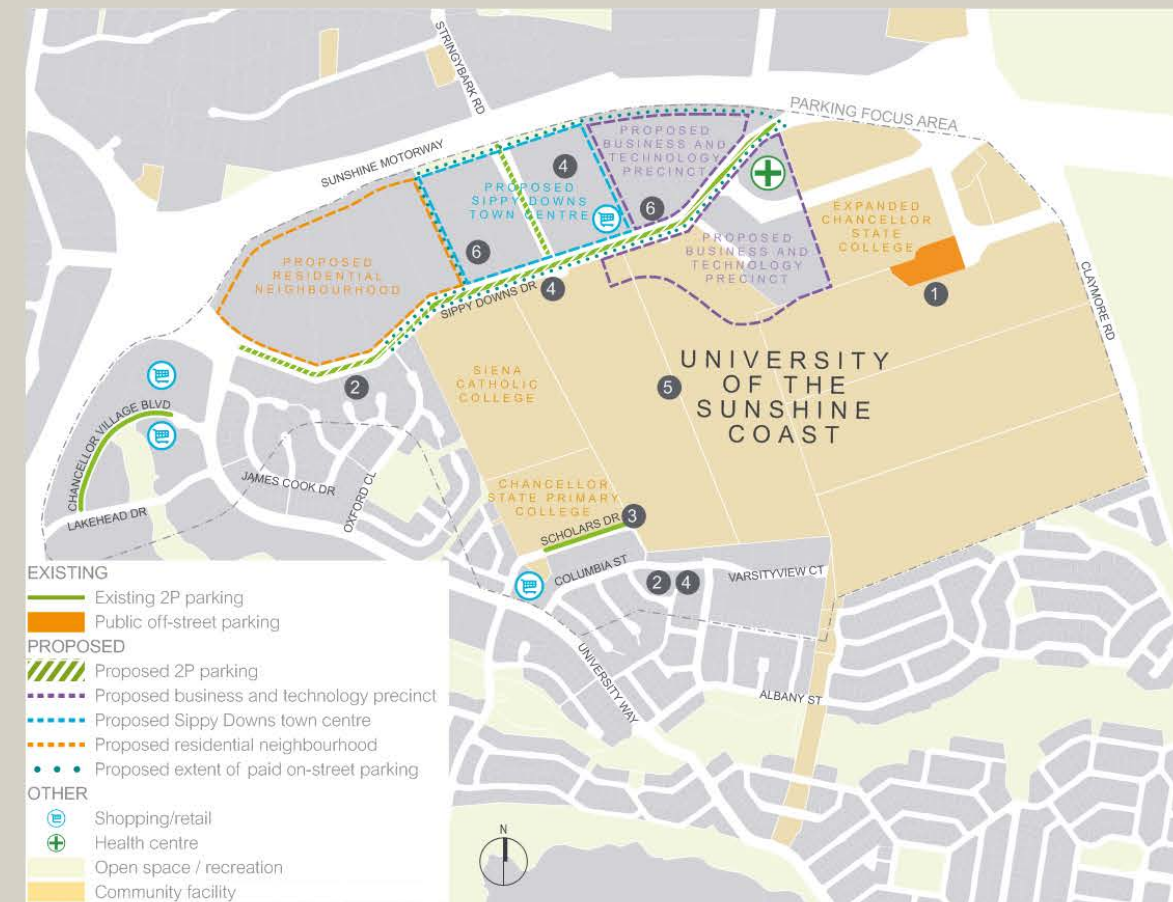
The current public on-street parking arrangements will continue for some time into the future. Changes will be subject to isolated operational needs, including a response to inappropriate behaviours or land use changes. Interventions may be necessary as development and time progress in line with the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

Short term (1-5 years)

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

Medium to long term (5+ years)

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



Parking actions - Sippy Downs



Woombye
 Woombye is a small, attractive rural town providing a range of business, community, social and recreational facilities to service the local needs of its resident population and immediately surrounding rural and rural residential communities.

OBSERVATIONS

The public parking supply in Woombye is made up of approximately 320 spaces located within a 200m radius of the core of the Blackall Street business area.
 Blackall Street is on a natural ridge which falls away towards the Woombye Station which discourages some people from parking on the western edge of the town centre.
 Woombye's role as a public transport node will be improved by the planned rail line upgrade. A park and ride site exists at the rail station but requires expansion to match current demand.

Public parking

The majority of spaces (61) in Blackall Street are 2P restricted parking to encourage turnover.
 The remaining spaces are not time-restricted allowing all day parking when required.

Private parking

Private off-street parking is provided to the rear of properties in Blackall Street.
 While there are car parks at the rear of the existing businesses, there is a relatively steep incline which many customers consider as a barrier to parking here.
 This leads to a high reliance on public parking areas to service customer needs.

ACTIONS

In the short-term, minor works to rearrange and improve parking supply on Keil Street and Barts Street can be completed. Expansion of the park and ride capacity at the rail station, on the east or west sides is required in the short term. Council will advocate for this to the State.
 Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is generally well catered for however parking in Blackall Street is the most desirable parking in the centre and known to become busy at times of the day. The topography of the area makes off-street parking more difficult, resulting in higher demands in Blackall Street.



Unrestricted parking
 Time restricted parking

Woombye parking focus area

Aerial Imagery supplied by NearMap





Yandina parking



OBSERVATIONS

The public parking supply in Yandina is made up of approximately 300 spaces located within a 200m radius of the core Stevens Street business area.

There are areas of on-street parking that become busy at peak times during the day and these areas are currently controlled with a time restriction. There is generally sufficient parking to accommodate the needs of customers and visitors to the centre.

Public parking

There are a number of local roads within 200m of the Stevens Street business area, so there are a large number of on-street public parking spaces available.

The wide road pavements help provide significant on-street parking capacity. While the on-street areas have high occupancies for short periods, alternate parking is available on side streets or private parking areas. Spaces in Stevens Street and Farrell Street are restricted to 2P parking to encourage turnover.

Private parking

Significant quantities of private off-street parking is provided to the rear and side of properties in Stevens Street and Farrell Street. Whilst these private parking areas exist, on-street parking remains the most convenient parking option for many customers.

ACTIONS

Undertake a review to determine if an improved parking outcome is possible with angled parking in Farrell Street between Stevens Street and Low Street.

Council will continue to monitor the performance of parking in the area and will consider options to improve parking in line with the policies set out in council's Parking Management Plan.

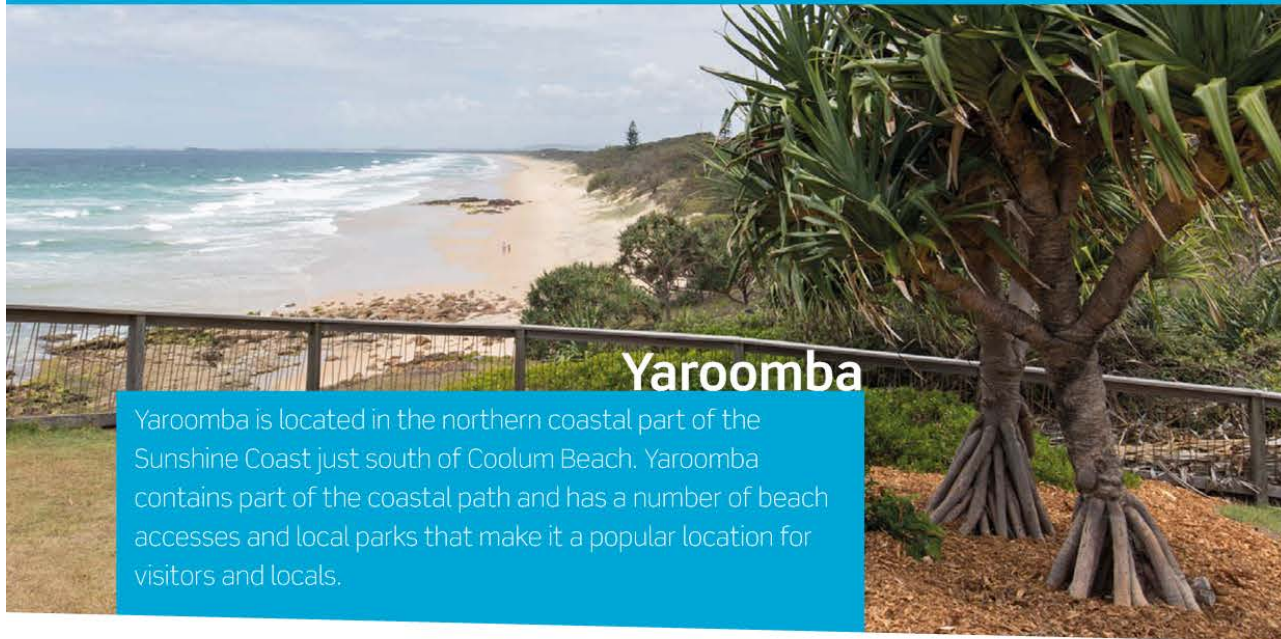
The area is generally well catered for however parking on Farrell Street and Stevens Street is the most desirable parking in the centre and known to become busy at peak times of the day.



Yandina parking focus area

Aerial Imagery supplied by NearMap





Yaroomba

Yaroomba is located in the northern coastal part of the Sunshine Coast just south of Coolum Beach. Yaroomba contains part of the coastal path and has a number of beach accesses and local parks that make it a popular location for visitors and locals.

OBSERVATIONS

The parking supply in the Yaroomba beach area is made up of on-street public parking and two off-street parking areas.

Public parking

There are about 95 public spaces within a 200m radius of the informal Geeribach Lane off-street public car park (north of Birrahl Park) and about the same within a 200m radius of the Warragah Parade off-street public car park.

No time restrictions apply in the area which enables parking all day when required.

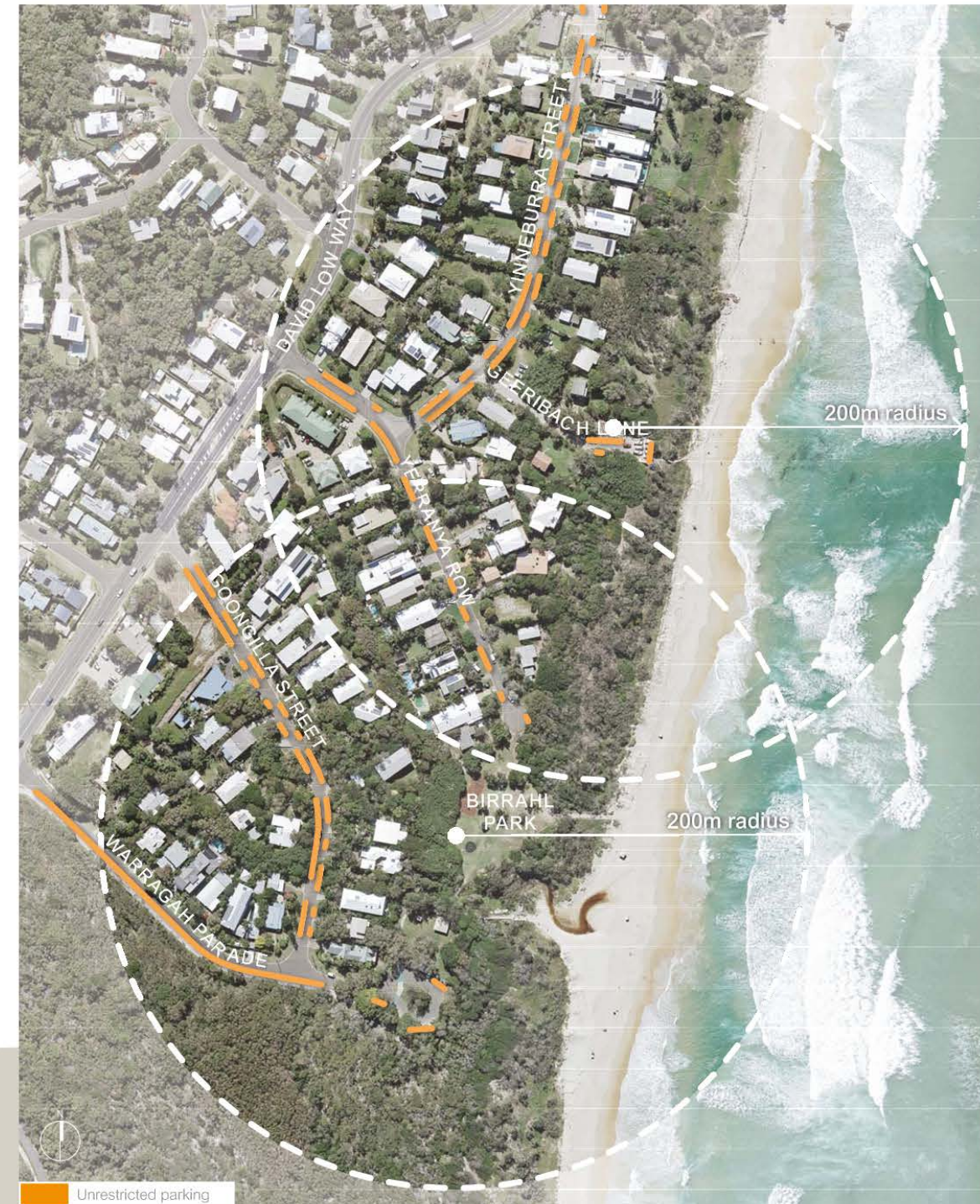
Private parking

Private parking in the area is limited to residential property parking only.

ACTIONS

There are currently no actions identified in the defined area. Council will undertake a review of parking signage and line marking, continue to monitor the performance of parking in the area and consider options to improve parking in line with the policies set out in council's Parking Management Plan.

The area is known to become busy, particularly on peak weekends around Birrahl Park and off-street car parks. However the current supply of parking together with accepting parking occurring in adjacent streets is considered to be sufficient to cater to the typical demands.



Unrestricted parking

Yaroomba parking focus area

Aerial Imagery supplied by NearMap



September 2017



