

8. Parking

8.1 Introduction

The CoastConnect — Caloundra to Maroochydore project introduces bus lanes, on-road cycle lanes and bus queue bypasses at various locations along the corridor. The road formation and carriageway will require widening to accommodate these features. Where possible, the impacts to property and on-street parking have been kept to a minimum; however, there are locations where parking needs to be removed or relocated.

This chapter describes the location and extent of these parking impacts, considering local business, land use and parking demand. It also identifies and investigates mitigation measures, such as the possibility of creating replacement parking areas.

It is important to note that on-street parking within a transport corridor is not a legal right. The road operator reserves the right to use the transport corridor for the purpose of transport. In the case of CoastConnect, the importance of the carrying capacity of the transport corridor outweighs the need for on-street parking. In many cases if parking was to be retained, additional property resumptions would be required.

8.2 Methodology

In order to inform this study, a desktop review of previous related studies and an on-street parking inventory has been undertaken. Closer to delivery, more detailed design and consultation will be undertaken to further define car parking impacts and mitigation measures.

The methodology for developing this chapter has involved:

- undertaking a car parking inventory along the corridor, in which marked spaces were counted and the number of unmarked spaces were calculated assuming an average space length of 6.5 metres (taking into account the available kerb length for parking)
- reviewing the outcomes of three recent parking surveys for the corridor, focusing on parking utilisation and parking turnover findings
- identification of the on-street parking impacts as a result of the CoastConnect alignment (this does not include cycle or motorcycle parking impacts)
- identification of possible replacement parking areas to overcome, where feasible, the parking impacts.

8.3 Preliminary analysis

8.3.1 Existing situation

Corridor parking characteristics

The CoastConnect — Caloundra to Maroochydore corridor passes through both residential and commercial development areas, where kerbside parking is available for the majority of the corridor length. This car parking is a mix of time-restricted (typically two hours) and unrestricted (all day) spaces.

The short-term parking is generally located in the busy commercial and tourist-oriented precincts. There are also loading zones located in the commercial precincts.

The approximate numbers of car parking spaces along the CoastConnect corridor are:

- | | |
|--|---------------------------------|
| ▪ Sections 1 and 2: | no parking inventory undertaken |
| ▪ Section 3: | 1,169 spaces ² |
| ▪ Section 4: | 215 spaces |
| ▪ Section 5:
(planning and delivery of this section is being lead by the Sunshine Coast Regional Council) | n/a |
| ▪ Section 6: | 293 spaces |
| ▪ Section 7: | 208 spaces |
| ▪ Total: | 2,124 spaces. |

The type of parking present includes:

- kerbside marked parallel spaces, time-restricted
- kerbside marked parallel spaces, time-unrestricted
- kerbside unmarked parallel spaces, time-unrestricted³
- angle parking, marked spaces, time-restricted.

Examples of the above parking types are shown in Photos 8-1 and 8.2.

² In some areas of Section 3 the shoulder is designated by the Department of Transport and Main Roads as a manoeuvring shoulder, and as parking is not strictly prohibited in these areas, they have been included in the parking inventory.

³ These marked sections of the corridor are also used as a manoeuvring shoulder.



Photo 8-1: Marked time-restricted parking spaces (parallel and angle)



Photo 8-2: Marked and unmarked time-unrestricted parallel parking spaces

The time restrictions imposed on the marked spaces range between five minutes and two hours. Restrictions typically apply between 8.30 am and 5.00 pm, Monday to Sunday (including public holidays).

There are also No Standing restrictions applied between the hours of 10.00 pm and 4.30 am for those parking areas located close to the beach.

Although some commercial and business developments have off-street parking provided on their site, the on-street parking increases accessibility to their business. Loading zones are located at various points along the corridor to service the commercial businesses.

The number of parking spaces along the corridor has been identified through the survey of marked bays. Where there is unmarked parking, the available kerb length for parking has been recorded, and the equivalent number of spaces calculated by assuming an average space length of 6.5 metres. Consequently, the number of unmarked parking spaces identified is an approximation only.

The amount of parking within each section of the corridor is described in more detail below.

Sections 1 and 2 — Caloundra to Currimundi

The parking within these two sections is predominantly kerbside parallel parking, both marked and unmarked. A small number of time-restricted parking bays are located in front of the shops at the intersection of Roderick Street and Seaview Terrace. An on-road cycle facility along Cooroy Street means no parking is permitted at this location. A section of on-street cycle lane runs along Buderim Street, but parking is provided in the service roads to allow access to the residential frontages.

As there are only minor impacts to the parking areas in Sections 1 and 2 (due to bus stop relocations and additions), no parking inventory was undertaken.

Section 3 — Nicklin Way

Buderim Street to Currimundi Creek

There is predominantly commercial development fronting this section of the corridor, with a small section of residential development at the southern end towards Buderim Street. The commercial developments on the western side of the corridor are served by restricted-parking bays (two-hour limit).

A section of unmarked, unrestricted parking is located on the eastern side of the corridor in front of the commercial and residential lots, and extends around the corner into Buderim Street.

This section has 130 car-parking spaces (including 43 marked bays), plus loading zones for the car yards.

Currimundi Creek to Main Drive/Wyanda Drive

Predominantly, residential development fronts this section of the corridor. Kawana Waters State College, the Stockland Park Sports Complex and the Kawana Waters Police Station are on the corridor's western side. A small pocket of commercial development is located on the corner of Main Drive and Nicklin Way. Parking, which serves the residential areas, is unmarked and unrestricted. Although parking is permitted along the section of Nicklin Way between Lake Kawana Boulevard and Beach Road, there is no significant land use within this section to generate parking demand.

A small section of unrestricted marked bays are provided between Lake Kawana Boulevard and Meridian Street (western side).

This section has 493 car-parking spaces (including 21 marked spaces).

Main Drive/Wyanda Drive to Kawana Island Boulevard/Palkana Street

Residential developments are located on the eastern side of the corridor and commercial development fronts the western side of the corridor. Parking provisions include unmarked unrestricted parking that serves the residential and commercial areas.

This section has 208 unmarked car-parking spaces.

Kawana Island Boulevard/Palkana Street to Marawa Drive/Point Cartwright Drive

Predominantly, residential developments line both sides of the corridor. Kawana Shoppingworld is located on the corner of Point Cartwright Drive and Nicklin Way. The majority of this segment has unmarked unrestricted parking which serves the residential areas. No parking is provided in front of Kawana Shoppingworld.

This section has 221 unmarked car-parking spaces.

Marawa Drive/Point Cartwright Drive to Parrearra Channel

A mix of residential and commercial development fronts this segment of the corridor; the bulk of the commercial use is located on the western side. Jessica Park (recreational space) is on the eastern side of the corridor. Parking, which serves the residential and commercial areas, includes sections of unmarked unrestricted parking.

This section has 117 unmarked car-parking spaces.

Section 4 — Kawana Town Centre

Section 4 passes through the developing area of Kawana Waters. Areas of commercial development are located along Metier Linkway, Main Drive and Kawana Way (between Central Boulevard and Metier Linkway). There is also some commercial development along the corridor between Nicklin Way and The Decks. Unmarked unrestricted parking is provided along these sections.

This section has 215 unmarked car-parking spaces.

Section 5 — Mooloolaba

To ensure local values and visions are achieved along Brisbane Road/Walan Street, the Sunshine Coast Regional Council is leading the design and delivery of this section. Council's Mooloolaba Integrated Land Use and Transport Assessment Study is the current policy position for this section.

Section 6 — Mooloolaba Esplanade and Alexandra Parade

Venning Street to Mary Street

A mix of commercial (business and accommodation) and residential development fronts the corridor; the eastern side of the corridor is dominated by the coastline and beach. Parking is a combination of marked and unmarked parallel-parking spaces (time-unrestricted). Time restrictions apply to the marked spaces near Venning Street.

This section has 144 marked (both time-restricted and -unrestricted) car-parking spaces.

Mary Street to Parker Street

A mix of commercial (business and accommodation) and residential development fronts the corridor; the eastern side of the corridor is dominated by the coastline and beach, and contains the Alex Surf Club. Parking is a combination of marked and unmarked parallel-parking spaces (time-unrestricted). The surf club has an off-street parking facility.

This section has 149 marked (unrestricted) spaces with 135 additional off-street spaces in the surf club's off-street parking facility.

Section 7 — Maroochydore

Parker Street to Rose Street/Kingsford Smith Parade

Predominantly, commercial (business and accommodation) development fronts the corridor. The Seabreeze Caravan Park is located on the eastern side between Aerodrome Road and the beach reserve. Parking is marked parallel-parking spaces (time-restricted).

This section has 141 marked (time-restricted) car-parking spaces.

Rose Street/Kingsford Smith Parade to end of Section 7 (Cornmeal Creek)

Commercial development (business and accommodation) fronts the corridor; the western side of the corridor contains the Sunshine Plaza Shopping Centre. Parking is located on both sides of the road; all spaces are marked and time-restricted.

This section has 67 marked (time-restricted) car-parking spaces.

8.3.2 Parking surveys

A parking utilisation survey was conducted by TransLink in March 2008. The purpose of this survey was to identify the number of vehicles parked along the project corridor and the usage of the parking areas⁴. The parking utilisation data was recorded across two different weekdays and one day during a busy weekend. The survey times were:

- AM peak: 7.30 am – 8.30 am
- off-peak: 11.30 am – 12.30 pm
- PM peak: 4.00 pm – 5.00 pm
- after hours: 7.00 pm – 8.00 pm
- weekend AM peak: 10.00 am – 11.00 am.

The focus area of the survey was Sections 3, 5, 6 and 7, as this is where the majority of impacts to parking occur as a result of the CoastConnect — Caloundra to Maroochydore project. These sections were further broken down into segments, as shown in Figure 8-1.

The summary results of the survey (average number of vehicles) is presented in Table 8-1.

The results indicate that:

- the commercial areas (as highlighted in Table 8-1) generate a high proportion of the parking along the corridor (up to 40 % to 50 %)
- the segments in Alexandra Headland (AX1 and AX2) also generate high levels of parking, which is attributed to their proximity to the beach
- the parking quantities in the residential areas were generally lower and more sparsely distributed.

⁴ No parking inventory was undertaken during this survey; therefore, the associated utilisation of the parking within each segment cannot be calculated.



Figure 8-1: Parking quantity survey areas⁵

⁵ NW denotes Nicklin Way (segments 1–7), MB denotes Mooloolaba (segments 1–3), AX1 denotes Alexandra Headland (segments 1–2), MR denotes Maroochydore (segments 1–2)

Table 8-1: Parking utilisation survey – average parking quantities (no. of cars)

	AM peak		Off-peak		PM peak		After hours		AM Sat peak	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
NW1	18	25	23.5	37.5	30.5	25.5	5	8.5	24	28
NW2	10.5	14	12.5	15	9.5	19.5	2.5	9	11	9
NW3	11.5	5.5	9.5	5	12	10	10	12	17	10
NW4	2.5	11	10	12	8.5	10.5	2	14.5	7	20
NW5	16	11.5	39.5	20	29.5	17.5	2.5	10.5	39	22
NW6	6.5	15.5	14.5	20	14.5	17.5	4	16	2	16
NW7	11.5	21.5	11.5	37	11	34	7	7.5	8	12
MB1	9	17.5	26.5	61	26.5	55	34.5	36	26	40
MB2	1.5	5	9.5	6.5	9	9	2	1	13	7
MB3	10	2	13.5	5.5	22	3	11.5	0.5	22	1
AX1	17.5	18	23.5	14.5	20.5	18.5	20.5	5.5	30	30
AX2	12	16.5	29.5	6.5	21	17	24	12.5	7	15
MR1	16.5	6.5	37.5	23	28	17	18	30	48	27
MR2	0	3	3	13.5	1.5	9	3.5	5.5	3	9
Total	143	172.5	264	277	244	263	147	169	257	246

TransLink also undertook a parking turnover survey , recording data across two different weekdays in April 2008 for the following times:

- Survey 1: 9.00 am – 10.00 am
- Survey 2: 11.30 am – 12.30 pm
- Survey 3: 1.30 pm – 2.30 pm.

The primary business and tourist areas of the corridor —Currimundi, Warana, Mooloolaba, Alexandra Headland and Maroochydore — were the focus of the survey. These survey locations correlate with segments NW1, NW5, MB1, AX1 and MR1 from the parking utilisation survey.

The summary results of the turnover survey (average results) are presented in Table 8-2. The results indicate that:

- between 49 % and 88 % of the vehicles observed had short stays (where a short stay is defined as being under two hours)
- there are moderate to very high levels of parking turnover in the tourist and commercial districts along the project corridor.

Table 8-2: Parking turnover survey

Observation results	Mooloolaba		Alex Headland		Maroochydore		Currimundi		Warana
	NB	SB	NB	SB	NB	SB	NB	SB	NB
Once only	74	66	12	30	102	44	47	24	52
Twice only	6	16	5	4	8	3	7	6	8
Three times only	7	14	6	1	10	3	5	18	19
Twice (relocated)	1	2	1	1	2	0	2	0	0
Three times (relocated)	1	1	0	0	1	0	1	1	0
Period total	89	99	24	36	123	50	62	49	79
Short stay	83 %	66 %	50 %	83 %	83 %	88 %	75 %	49 %	65 %
Medium stay	8 %	18 %	25 %	14 %	8 %	6 %	15 %	12 %	10 %
Long stay	9 %	16 %	25 %	3 %	9 %	6 %	10 %	39 %	25 %
Parking turnover	V high	High	Mod	V high	V high	V high	High	Mod	High

An additional series of parking surveys, undertaken by Austraffic Surveys in December 2008, focused on the section of the corridor along Aerodrome Road, Alexandra Parade and Brisbane Road. These surveys examined the utilisation of the parking areas within these road segments (including some off-street parking facilities), and were conducted on a Thursday and a Saturday.

Summary results and zone boundaries are presented in Table 8-3. The results indicate that:

- the average peak demand ranged between 33 % and 63 %. The detailed survey results indicated that some areas within each of the zones experienced a 100 % peak demand utilisation
- areas with a higher proportion of unrestricted parking showed the greatest average parking duration
- parking demand was generally greater on the Thursday than the Saturday (Zone 3 is the exception)
- The detailed parking survey results indicated that the parking durations in Zone 2 were also not adhered to (the average durations for the time-restricted sections surveyed were more than two hours).

Table 8-3: Parking utilisation survey results (December 2008)

Corridor section	No. of spaces	Day of survey	Average stay (hours)	Peak demand
Zone 1 Aerodrome Road: Maud Street – Okinja Avenue	223 (51 unrestricted, 172 time-restricted to 2 hours)	Saturday	2.06	35 %
		Thursday	2.41	63 %
Zone 2 Alexandra Parade: Okinja Avenue – Pacific Terrace	141 (123 unrestricted, 18 time-restricted to 2 hours)	Saturday	2.69	54 %
		Thursday	3.08	48 %
Zone 3 Alexandra Parade: Pacific Terrace – Buderim Avenue	105 (all unrestricted)	Saturday	3.32	57 %
		Thursday	3.55	46 %
Zone 4 Brisbane Road: Neerim Drive to Culbara Street	149 (all time-restricted to 2 hours)	Saturday	2.24	33 %
		Thursday	2.20	49 %

The outcomes of the various parking surveys indicate the following:

- there is identified demand for on-street parking in the vicinity of the commercial and business precincts along the corridor
- there is also a demand for on street parking within the tourist attraction areas of the corridors
- the usage of the parking in the residential areas is spread out, with no distinct high-use area
- there is a high turnover of parking in proximity to the commercial and tourist areas of the corridor, with the majority of stays being classified as short stay (duration less than two hours). In a number of areas, however, there are instances of the two-hour parking restrictions not being adhered to, with average stays extending to beyond two hours
- although some areas may experience peak parking demands of 100 %, the average peak parking demand is likely to be in the order of 50 % across the corridor.

8.3.3 Potential benefits, impacts and typical mitigation measures

Corridor-wide considerations

The implementation of the CoastConnect — Caloundra to Maroochydore bus priority corridor requires a number of changes to the road corridor cross-section in order to provide the required clearances for the on-road cycle lanes, bus lanes and bus queue bypass lanes. Where feasible, the encroachment of the road corridor on parking and property has been minimised, but there are areas of the corridor in which impacts are unavoidable if the priority facilities are to be provided.

As part of the network planning for the corridor, the bus stop locations have been reviewed, with changes proposed to create efficiencies and better bus service coverage. New bus stops will require the removal of some parking; however, other bus stops are being removed, which frees up additional kerb space.

Currently, the majority of the bus stops along the corridor are kerbside stops. The proposed design provides for indented bus bays, effectively reducing available space for parking in the vicinity of the stop.

The parking impacts resulting from the project affect the time-restricted and -unrestricted spaces, for both residential and commercial areas. A local business survey has been undertaken to determine the potential impact of the removal of identified short-term spaces on businesses. Where there was alternative on-street parking available within approximately 20 metres of the business, or where there was off-street parking available to business customers, it has been considered that there is no adverse impact. Where neither of these conditions is met, alternative parking areas have been investigated, with every effort made to locate these parking facilities in areas that are subject to the greatest reductions. The viability of alternative parking areas is influenced by the availability of land, so not all precincts can be provided with alternative parking areas. Further details of how parking changes relate to local businesses are provided in Chapter 9 of the CDIMP.

The parking impacts for each section are described in more detail below.

Sections 1 and 2 — Caloundra to Currimundi

Potential impacts

The implementation of the project will result in minor impacts to existing parking provisions along Sections 1 and 2, due to the relocation and addition of some bus stops.

Section 3 — Nicklin Way

Potential impacts

Buderim Street to Currimundi Creek

The parking on the western side of this corridor section is remaining largely unchanged. Relocation of the bus stop from 738 Nicklin Way to Currimundi Market Place frees additional kerb length for parking, creating an additional seven spaces. The addition of a loading zone in front of 704 Nicklin Way requires the removal of one space.

On the eastern side of the road, the unmarked parallel parking area from Currimundi Creek to the south is to be removed to allow for the required clearances to accommodate the bus lane and on-road cycle lane. This reduces the parking spaces by 22.

The overall parking space reduction for this segment of Section 3 is 16 spaces.

Seven commercial properties located in this section of the corridor will have their on-street unrestricted unmarked parking removed, but these properties all have either on-street parking in nearby or off-street parking for customers/visitors (see Table 8-4).

Table 8-4: Commercial properties affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking or mitigation within 50 metres ⁶
2	Yes	-	N/A
5	No	Yes	N/A

Currimundi Creek to Main Drive/Wyanda Drive

Parking will be reduced on both sides of the corridor as follows:

- northbound: reduction of 100 unmarked unrestricted spaces and 18 marked unrestricted spaces. An additional 10 spaces are created between Meridan Street and Kawana Waters State College
- southbound: reduction of 110 unmarked unrestricted spaces and 3 marked unrestricted spaces.

The overall parking space reduction for this segment of Section 3 is 221 spaces.

One commercial property will have its on-street parking removed, but the property has access to other on-street parking within 20 metres (see Table 8-5).

Table 8-5: Commercial properties affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking or mitigation within 50 metres ⁷
1	Yes	-	N/A

Other commercial properties located along this section of the corridor have off-street parking available to customers/visitors.

Main Drive/Wyanda Drive to Kawana Island Boulevard/Palkana Street

Parking will be reduced on both sides of the corridor as follows:

- northbound: reduction of 36 unmarked unrestricted spaces
- southbound: reduction of 46 unmarked unrestricted spaces.

The overall parking space reduction for this segment of Section 3 is 82 spaces.

Ten commercial properties will have their on-street parking removed. An assessment of the parking arrangements at these properties is summarised in Table 8-6.

⁶ This section is only completed if no on-street parking is located within 20 metres and no off-street parking is available on-site.

⁷ This section is only completed if no on-street parking is located within 20 metres and no off-street parking is available on-site.

Table 8-6: Commercial properties affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking within 50 metres ⁸
1	No	Yes	N/A
2	No	No	No
4	-	Yes	N/A
1	-	Yes (off Production Avenue)	N/A
2	Yes	-	N/A

Several of these properties have alternative access to on-street parking within 20 metres or off-street parking available on-site. Chapter 9: Economic environment provides a more detailed assessment of the potential business impacts resulting from these changes.

Kawana Island Boulevard/Palkana Street to Marawa Drive/Point Cartwright Drive

Parking is to be changed on both sides of the corridor, as follows:

- northbound: addition of 23 unmarked unrestricted spaces (in front of Kawana Waters State College)
- southbound: reduction of 33 unmarked unrestricted spaces.

The overall parking space reduction for this segment of Section 3 is 10 spaces.

Marawa Drive/Point Cartwright Drive to Parrearra Channel

Parking will be reduced on both sides of the corridor as follows:

- northbound: reduction of 39 unmarked unrestricted spaces
- southbound: reduction of 22 unmarked unrestricted spaces.

The overall parking space reduction for this segment of Section 3 is 61 spaces.

The commercial properties located along this section of the corridor have off-street parking available to customers/visitors.

In summary, two commercial properties in Section 3 will have their access to on-street parking reduced, and have no other nearby parking or on-site parking. Chapter 9: Economic environment provides a more detailed assessment of the potential business impacts resulting from these changes.

Mitigation measures

No parking mitigation measures are provided in Section 3. Most of the parking servicing the commercial development has been retained, while additional spaces have been created where possible through the rationalisation of bus stop locations.

⁸ This section is only completed if no on-street parking is located within 20 metres and if no off-street parking is available on-site.

Section 4 — Kawana Town Centre

Potential impacts

All kerbside parking along Section 4 will be removed in order to provide adequate clearance for the bus lanes and on-road cycle lanes. The existing commercial development located along the corridor has access to off-street parking. The total number of parking spaces removed from Section 4 is 215. Chapter 9: Economic environment provides a more detailed assessment of the potential business impacts resulting from these changes.

Mitigation measures

Due to the long-term implementation timeframe of the Section 4 bus priority facility (see Chapter 20: Project staging for further detail), it is anticipated that as future commercial development proceeds, adequate off-street parking will be provided, negating the need for provision of on-street parking. Therefore, no parking mitigation measures are proposed for Section 4.

Section 5 — Mooloolaba

To ensure local values and visions are achieved along Brisbane Road/Walan Street, the Sunshine Coast Regional Council is leading the design and delivery of this section. Council's Mooloolaba Integrated Land Use and Transport Assessment Study is the current policy position for this section.

Section 6 — Alexandra Headland

Potential impacts

Venning Street to Mary Street

Parking will be changed in this section of the corridor as follows:

- northbound: reduction of 21 spaces, both restricted and unrestricted
- southbound: reduction of 4 unrestricted marked spaces.

The overall parking space reduction for this segment of Section 6 is 25 spaces.

A possible future 90 degree parallel-parking area is identified in Boolarong Crescent, which will result in up to six additional parking spaces. The viability of this site for parking will be investigated further in the future design phases.

Three commercial properties are directly affected by the removal of on-street parking (for both options). An assessment of the impact is summarised in Table 8-7.

Table 8-7: Commercial properties affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking within 50 metres ⁹
2	Yes	No	N/A
1	No	No	No

Mary Street to Parker Street

Parking will be changed on both sides of the corridor as follows:

- northbound: reduction of 9 unrestricted spaces
- southbound: reduction of 56 unrestricted marked spaces.

The overall parking space reduction for this segment of Section 6 is 65 spaces.

Thirty-two off-street parking spaces will be lost from the Alex Surf Club car park.

Two possible future parking areas have been identified: one on Katoa Street, the other near the Seabreeze Caravan Park. These parking areas could accommodate up to 68 spaces. The viability of these sites for parking will be investigated further in the future design phases.

Two commercial properties are directly affected by the removal of on-street parking. An assessment of the impact is summarised in Table 8-8.

Table 8-8: Commercial properties affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking within 50 metres ¹⁰
1	Yes	No	N/A
1	Yes	Yes	N/A

In summary, in Section 6, access to on-street parking will be reduced for one commercial tenancy for which there is no other nearby parking or on-site parking. Chapter 9: Economic environment provides a more detailed assessment of the potential business impacts resulting from these changes.

Mitigation measures

Three possible future parking areas have been identified in Section 6: at Boolarong Crescent, Katoa Street and the Seabreeze Caravan Park. The viability of these sites as parking areas will be investigated further in the future design phases. The alignment in Section 6 affects Alex Surf Club’s off-street parking. This car park will be redesigned in partnership with the surf club and the Sunshine Coast Regional Council, to ensure that its new configuration best serves the needs of the surf club and the community.

⁹ This section is only completed if no on-street parking is located within 20 metres and if no off-street parking is available on-site.

¹⁰ This section is only completed if no on-street parking is located within 20 metres and if no off-street parking is available on-site.

Section 7 — Maroochydore

Potential impacts

Parker Street to Rose Street/Kingsford Smith Parade

Parking will be changed on both sides of the corridor as follows:

- northbound (western side): reduction of 38 marked restricted spaces; addition of 4 marked spaces
- southbound (eastern side): reduction of 33 marked restricted spaces.

The overall parking space reduction for this segment of Section 7 is 67 spaces. Several commercial properties are affected by the removal of on-street parking. An assessment of parking arrangements at these businesses is summarised in Table 8-9.

Table 8-9: Commercial properties affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking within 50 metres ¹¹
1	Yes	No	N/A
1	No	No	No
1	No	Yes	N/A
1	No	Yes – at rear	N/A

The assessment indicates that three of these commercial properties have either on-street or off-street parking available to customers/visitors. Chapter 9: Economic environment provides a more detailed assessment of the potential business impacts resulting from these changes.

Rose Street/Kingsford Smith Parade to end of Section 7 (Cornmeal Creek):

Parking will be changed on both sides of the corridor as follows:

- northbound: reduction of 35 marked restricted spaces
- southbound: reduction of 32 marked restricted spaces.

The overall parking space reduction for this segment of Section 7 is 67 spaces.

Several commercial properties will be affected by the removal of on-street parking. An assessment of parking arrangements at these businesses is summarised in Table 8-10.

¹¹ This section is only completed if no on-street parking is located within 20 metres and if no off-street parking is available on-site.

Table 8-10: Commercial sites affected by reduction in on-street parking

No. properties	On-street parking located within 20 metres	Off-street parking available on-site	On-street parking within 50 metres ¹²
1	Yes	No	N/A
2	No	No	Yes
3	No	Yes	N/A
2	No	Yes – at rear	N/A

Other commercial properties located along this section of the corridor have off-street parking available to customers/visitors.

In summary, in Section 7, access to on-street parking will be reduced for one commercial tenancy where there is no other parking nearby or on-site. Chapter 9: Economic environment provides a more detailed assessment of the potential business impacts resulting from these changes.

Mitigation measures

A possible future parking area has been identified: the area of parkland bound by Kingsford Smith Parade, Third Avenue and Aerodrome Road. This site could accommodate up to 18 spaces. The viability of this site for parking will be investigated further in the future design phases.

Parking impact summary

The approximate number of car parking spaces proposed to be removed from the CoastConnect — Caloundra to Maroochydore corridor are:

- Sections 1 and 2: minor parking changes
- Section 3: 390 spaces
- Section 4: 215 spaces
- Section 5: Refer to Sunshine Coast Regional Council’s Mooloolaba Integrated Land Use and Transport Assessment Study
- Section 6: 90 spaces
- Section 7: 134 spaces.

Opportunities to provide future car parking areas have been investigated with possible locations identified Boolarong Crescent, Katoa Street and Aerodrome Road. In addition, there is the potential for the Alex Surf Club car park to be redesigned to minimise the impact on the surf club. The redesign would be undertaken in liaison with the surf club and Sunshine Coast Regional Council.

¹² This section is only completed if no on-street parking is located within 20 metres and if no off-street parking is available on-site.

8.4 Future investigations

The viability of the possible replacement parking areas needs to be investigated further to more accurately determine suitable layouts and timing of implementation. This is to be undertaken in conjunction with the Sunshine Coast Regional Council.

The redesign of the Alex Surf Club off-street car park is to be undertaken in partnership with the surf club and the Sunshine Coast Regional Council to address the impacts to the parking area resulting from the project.

8.5 References

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