

Redlands Coast Access and Parking Strategy



Contents

Acknowledgement of Traditional Custodians and Country	2
Contact details	2
Mayor’s foreword	3
1.0 Introduction	4
1.1 About the Strategy	4
1.2 What do we mean by ‘access’?	4
1.3 Why is this Strategy needed?	5
1.4 What this Strategy does	6
1.5 Consultation	7
2.0 Issues & opportunities	7
2.1 Demand versus supply	7
2.2 Limited travel options	8
2.3 Car parking regulation and management	9
2.4 Costs of providing free car parking	10
2.5 Visual appeal, safety and use of destinations	12
3.0 The Access and Parking Strategy	13
3.1 Our vision	13
4.0 Outcomes	14
4.1 Parking supports the optimal use of destinations	14
4.2 Improved efficiency and effectiveness of parking areas	17
4.3 Improved travel choice at destinations	20
4.4 Create vibrant and safe destinations that attract people	23
4.5 Change how we travel to destinations	25
5.0 Implementation	26
5.1 Approach	26
5.2 Destination Access Plans	26
5.3 City Plan	27
5.4 Priority initiatives	27
5.5 Monitoring and review	27

Acknowledgement of Traditional Custodians and Country

Redland City Council respectfully acknowledges the Quandamooka People as the Traditional Custodians of much of Redlands Coast. Council also recognises the Danggan Balun (Five Rivers) People of the Southern Redland City Area.

Council is committed to working in partnership with Traditional Custodians and First Nations Community Groups in the Redland City area.



Kanara Malara Artwork by Quandamooka Traditional Owner and artist Josh Walker

Contact details

For more information about the *Redlands Coast Access and Parking Strategy*, please contact Redland City Council on +61 7 3829 8999 or rcc@redland.qld.gov.au.

Disclaimer

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Mayor's foreword

Our city has vibrant destinations that make Redlands Coast a wonderful place to live, work and raise a family. Many of these locations also contribute to the strength of our local economy and help to attract visitors into the area.

This *Redlands Coast Access and Parking Strategy* sets out how Council will provide safe, convenient and equitable access to these locations into the future. It recognises that our city is evolving, and that as our population grows over the next 20 years, travel patterns and expectations will also change.

Many of our key destinations, including centres, transport hubs and recreation areas, have developed around car access over time. While this has supported growth, it has also created challenges in ensuring these places remain accessible, attractive and functional for all.

The Strategy responds by taking a balanced approach to access. It aims to improve connections for walking, riding, public transport (a State Government responsibility) and shared transport, while continuing to provide car parking where it is needed. Enhancements such as improved footpaths, better public transport access, and well-designed pick-up and drop-off areas will support a wider range of travel choices.

Strategy Vision: Provide equitable, affordable, and efficient access to vibrant destinations.

Car parking will continue to play an important role, but it will be planned and located to support access while minimising impacts on surrounding areas and making the best use of valuable land.

The Strategy is aligned with the *Redlands Coast Transport Strategy*, which supports a more connected, accessible and efficient city. By offering more travel options and improving how our destinations function, we can enhance local amenity, support businesses and make it easier for people to get where they need to go.

This Strategy is the beginning of a longer-term process; Council will also prepare Destination Access Plans for key sites across the city to identify specific parking and access arrangements, ensuring a balanced approach that responds to community needs.

We will also advocate to the Queensland Government for improved public transport and other ride-share options in and out of our key destinations. It is anticipated that these improvements will bring forward a range of social and economic benefits for our city.

I look forward to Council working closely with our community to prioritise efficient, affordable, and equitable access to our city's key locations in the years ahead as we build an exciting future for everyone on Redlands Coast.



Councillor Jos Mitchell, Mayor of Redland City

1.0 Introduction

1.1 About the Strategy

The *Redlands Coast Access and Parking Strategy* sets out long-term direction for improving access to key destinations across the Redlands Coast, including through the appropriate planning and management of vehicular parking. It supports Council’s vision for a more sustainable, liveable and connected city¹ by improving travel choices for the community.

The Strategy builds on the *Redlands Coast Transport Strategy*², which outlines the city’s transition from car-dependency toward a more sustainable transport future over the next 20 years. Together, these strategies aim to shift a greater share of travel to walking, riding, and public transport, improving mobility while reducing congestion, parking pressures and the wider impacts of car-dependence.

1.2 What do we mean by ‘access’?

Access refers to the ability for people to reach and interact with destinations they need and value in daily life. This includes town centres, schools, healthcare facilities, shops, recreational areas, public transport hubs and places of work.

Access considers the different ways people travel to these destinations, such as walking, riding, public transport, shared transport, or driving (Figure 1). Access is influenced not only by whether these options are available, but also by how convenient, safe, affordable and efficient they are.

Good access ensures that all people can reach destinations in an equitable manner to fully participate in work, recreation, education and other opportunities, regardless of age, gender, income, or mobility needs.



Figure 1: Forms of access

What is parking?

Parking refers to a range designated spaces for the temporary storage of vehicles. While it most commonly accommodates cars, parking also includes provision for other vehicles such as trucks, motorbikes, bicycles, and emerging forms of micro-mobility such as e-scooters and e-bikes.

Parking plays an important role in supporting access to destinations by these transport modes and is, therefore, a key component of access.

¹ Redland City Council. (2026). Our Future Redland City: Corporate Plan 2026–2031.

² Redland City Council. (2020). Redlands Coast Transport Strategy.

Parking spaces are also designed to support different types of activity and demand, including short-term and long-term parking, accessible (disability) parking, loading zones, and many more specialised uses.

Council plays the following roles in parking:

- **Council parking areas:** Providing, managing and maintaining parking areas, including enforcing parking rules and regulations to support safety, turnover and compliance
- **State Government parking areas:** Advocating for improved parking outcomes in areas managed by the State, including Park 'n' Ride facilities at public transport stations, hospitals, and other major facilities
- **Private parking areas:** Regulating parking provision for private developments through planning standards and development conditions.



Figure 2: Public car parking at Victoria Point Reserve

1.3 Why is this Strategy needed?

Driving is the primary way people travel across the city. Historically, parking supply at key destinations has generally been sufficient to meet demand. However, as the city has grown and evolved, car parking has become more constrained in some areas, particularly during peak periods when demand approaches or exceeds the available supply.

The State Government has developed *ShapingSEQ*³ and the *Redland Housing Strategy*⁴, which outline a future development pattern that differs from earlier expectations for Redlands Coast. These strategies anticipate significant population and employment growth, including in Cleveland, Capalaba and in southern parts of the city.

³ Queensland Government. (2023). *ShapingSEQ: South East Queensland Regional Plan*. State of Queensland (Department of State Development, Infrastructure, Local Government and Planning).

⁴ Queensland Government. (2024). *Redland Housing Strategy 2024-2026*. State of Queensland (Department of Housing, Local Government, Planning and Public Works).

Without a considered, forward-looking approach, these growth trends could make it more challenging to access destinations across the Redlands Coast for residents, workers and undermine the city's attractiveness to visitors before, during and after the Brisbane 2032 Olympic and Paralympic Games.

It is timely for Council to review how access to destinations across the city can be improved for everyone. An access-first approach will strengthen connections across all modes, including walking, riding, public transport, shared transport and driving, and aligns with the Corporate Plan and *Redlands Coast Transport Strategy*.

Parking will continue to play an important role in supporting equitable access for residents, visitors, workers and businesses. However, the provision of additional car parking needs to be carefully considered. Car parking can be costly to deliver, requires valuable and limited land that could be used for other community purposes, and may contribute to increased traffic and environmental impacts.

1.4 What this Strategy does

In developing this Strategy, Council reviewed the current policies, strategies and plans guiding access and parking (Figure 3). Council also investigated trends, issues, and opportunities impacting access and parking. These inform the Strategy's vision, outcomes for the community, and key initiatives to achieve the vision and outcomes.



Figure 3: Policy context

The Strategy provides a framework for more detailed destination-specific planning, including through the delivery of Destination Access Plans (DAPs). Key destinations where DAPs could be prepared include major centres, ferry terminals, major recreational areas, sporting precincts and transport hubs (such as train stations and bus interchanges). DAPs are discussed in more detailed later in the Strategy.

The Strategy informs other Council-led planning, including the Redland City Plan and Local Area Plans, and can also inform State Government planning for their areas such as rail station precincts and Priority Development Areas (PDAs).

1.5 Consultation

The Strategy has been shaped through targeted consultation with Council officers, key stakeholders and the broader Redlands Coast community, capturing a range of perspectives and priorities to ensure it responds to community needs and expectations.

To support a realistic and achievable approach to access and parking, Council undertook public consultation on the draft Strategy between 4 August and 31 August 2025.

This included a series of structured, multi-disciplinary workshops with representatives from State and Council, bringing together expertise in planning, infrastructure, transport, health, accessibility and environmental management.

Community input played an important role in shaping the Strategy. Public engagement included:

- A YourSay survey open to all residents
- Social media updates and promotional content
- Pop up engagement events across the city
- A focus group session with community representatives (Figure 4)
- Invitations for written submissions on the draft Strategy.



Figure 4: Community focus group session

2.0 Issues & opportunities

2.1 Demand versus supply

Redland City's population is projected to grow from approximately 159,000 in 2021⁵ to 211,500 by 2046³, with the number of local jobs increasing from approximately 50,200 to 71,900 over the same timeframe (Figure 5).

Demographic	2021	2046 projected
Redlands Coast	159,222	211,500
Employment	50,200	71,900

Figure 5: Population change from 2021⁵ to 2046³

In 2021, 90% of journey to work trips in Redland City were made by private vehicle with only 2% being made by active travel modes and 4% by public transport⁵. Without a transition to more sustainable travel options (such as walking, riding and public transport), the projected ~33% increase in residents and ~43% increase in local employment will generate a substantial rise in car trips, which will be concentrated at the city's major destinations, placing more pressure on car parking areas.

The availability of car parking is already becoming a challenge at some destinations on the Redlands Coast, especially during peak periods.

⁵ Australian Bureau of Statistics. (2021). Census of Population and Housing. Canberra.

2.2 Limited travel options

There are a range of ways to access destinations across the city beyond driving a private vehicle, including public transport, walking, riding and shared transport. However, the use of these options can be limited by a number of challenges, including:

- Public transport services that are not always convenient, frequent or reliable, noting the provision of these services is a State Government responsibility
- Gaps in walking and riding infrastructure, such as incomplete or lower-quality paths, inadequate lighting and limited end-of-trip facilities
- Limited space and infrastructure to support other access needs, including shared transport, loading and passenger pick-up and drop-off.



Figure 6: Multiple travel options in Cleveland Centre

These alternative travel options are essential for people who do not drive, including those who are too young, older, living with a disability, or without access to a car, and represent a significant proportion of the Redland City population (Figure 7). The number and proportion of people who are older, living with a disability, or not driving is expected to increase over the next 20 years.

Demographic	2021	%
People under 17 years of age	~32,421	20%
People 75 years of age and older	14,245	9%
People who need assistance	10,591	7%
Households with no motor vehicles	2,714	4.5%

Figure 7: 2021 population who are less likely to drive⁵

Improving public and shared transport, alongside better walking and riding infrastructure, presents a significant opportunity to enhance access for all residents, visitors and workers, regardless of how they travel.

2.3 Car parking regulation and management

Council enforces parking rules and regulations in public parking areas to support safety, maintain traffic flow, and provide fair and efficient access to limited parking spaces.

These rules and regulations include:

- Time-based restrictions (Figure 8)
- Accessible (disability) parking
- Special purpose spaces, such as loading, taxi, emergency vehicle and pick-up and drop-off zones
- Vehicle-specific restrictions, including for trucks, buses, motorcycles and electric vehicles
- Priced parking.

Current parking controls across the city are most commonly applied through time-based restrictions, accessible parking, special purpose spaces and vehicle-specific provisions. Priced parking is currently very limited, with most public parking provided free of charge.

However, many Council-managed parking areas at key destinations allow for completely unrestricted parking. This presents an opportunity to make greater use of parking regulations and management to address current challenges and support more efficient and equitable use of available spaces:

- Addressing overstaying and long-term parking that is inconsistent with the intended function of a destination.
- Addressing other issues, such as abandoned vehicles and inappropriate overnight parking.
- Applying a zoning approach to achieve a better distribution of spaces, including allocating closer spaces to high-priority activities.
- Encouraging improved use of private off-street car parking (Figure 9).
- Providing better parking information to the public.
- Managing car parking demand by supporting and encouraging the use of alternative transport options where they are available and feasible.



Figure 8: Time-based regulation signage



Figure 9: Off-street car parking, Cleveland

2.4 Costs of providing free car parking

Providing car parking involves a range of costs that are not always visible. These can be significant and include direct costs such as construction, maintenance and operation. There are also indirect costs, including opportunity costs, social and environmental costs, and erosion of the character of places.

When parking is provided for free (Figure 10), these costs are still incurred by Council and others. While motorists may not pay directly to park, the costs are ultimately shared across the wider community. They are reflected in the cost of housing (such as purchase prices, rates and rent), the cost of doing business (including leases and goods and services), and the cost of development (such as construction, maintenance and foregone opportunities for other uses). As a result, everyone contributes to the cost of providing “free” car parking, including those who do not drive.



Figure 10: Free car parking in Cleveland

Recognising these costs is important when making decisions about car parking and access.

Construction costs

The cost of building new car parking can vary widely depending on factors such as location, ground conditions and the type of facility provided, whether it is a surface car park, a multi-storey structure or underground parking⁶ (Figure 11). These costs are significant, particularly when combined with the cost of purchasing land for parking. In recent years, construction costs have risen steadily, and this upward trend is expected to continue.

Car park type	Indicative cost
At-grade (surface)	\$5,000 to \$10,000 per space
Multi-storey	\$60,000 to \$100,000 per space
Basement / underground	\$70,000 to \$120,000 per space

Figure 11: Costs to build car parking in South East Queensland⁶

Understanding these costs is important when considering whether expanding parking supply represents the most effective way to improve access at key destinations, compared with investing in other transport options.

Maintenance and management costs

In addition to construction, car parking requires ongoing management and maintenance throughout its usable life. These costs continue over time and include:

- Maintaining parking infrastructure, such as pavement, line marking, signage and lighting
- Enforcing parking rules including time limits, permits illegal parking
- Installing, operating and updating emerging technologies, such as electric vehicle charging, parking sensors and safety or security systems.

⁶ Rider Levett Bucknall. (2026). *Riders Digest 2026*. Queensland.

Social and environmental costs

Providing car parking also has social and environmental impacts. These can include the loss of vegetation and habitat, increased carbon emissions, urban heat effects, and greater stormwater runoff and pollution.

In some cases, an over-emphasis on car parking can make access more difficult for people using other forms of transport. This can particularly affect social inclusion for people with a disability if safe, convenient and accessible movement is not adequately supported.

Household costs

A typical household in South East Queensland spends around \$23,545 each year on owning and operating one or more motor vehicles⁷. These costs include car loan payments, fuel, insurance, registration, tolls, maintenance, repairs and garaging.

Provision of more car parking can reinforce car-dependence by supporting existing travel patterns and expectations. Over time, this can reduce viability of public transport, have community health impacts by limiting opportunities for physical activity, and contribute to congestion on the road network. These outcomes can increase costs for households and place additional pressure on transport systems, communities and the broader economy.

Impacts on centres and public spaces

Excessive or underused car parking can affect the quality and function of destinations. Large parking areas can reduce visual appeal, create heat-absorbing spaces and disrupt walking and riding connections, making places less inviting and limiting opportunities for social activity.

Allocating significant land to car parking can also constrain how centres evolve over time. Valuable land is locked into a single use, reducing development flexibility, increasing costs and, in some cases, affecting the performance of surrounding businesses.



Figure 12: Redevelopment of previous parking sites, Cleveland

Cleveland Centre is an example of this, where excessive parking was previously identified as affecting the centre's viability. The redevelopment of some former parking sites is now helping to introduce more activity and improve the vibrancy of the centre (Figure 12).

⁷ Australian Automobile Association. (2026). *Transport Affordability Index December Quarter 2025*. Australia.

Opportunity costs

Car parking requires a significant amount of land. A typical kerbside parking space occupies around 15 square metres, while an off-street space can require around 30 square metres. At current residential land values on the mainland, the land-only cost of an off-street car parking space can be up to \$50,000 per space, and may exceed this in some locations.

Many parking areas at the city's most desirable destinations are located on high-value land, which could otherwise support housing, recreation or economic activity. This foregone potential, known as opportunity cost, can limit broader community and economic benefits.

While car parking remains important, its full costs should be balanced against the access benefits it provides. In some cases, investment in alternative transport options may deliver more cost-effective and wider community outcomes.

2.5 Visual appeal, safety and use of destinations

Many of the city's key destinations are in highly valued settings, such as waterfronts, town centres and parks (Figure 13). These places often have strong visual appeal or a distinct character that makes them attractive to residents and visitors alike. For example, Redlands Coast's ferry terminals offer expansive views over Moreton Bay to the islands and mainland. Similarly, Cleveland Centre is valued for its wide shady streets and high-quality streetscapes that contribute to a strong sense of place.

However, some of these key destinations are dominated by large car parking areas, with limited space designated for pedestrians, riders, landscaping and community facilities.



Figure 13: Beth Boyd Park, Thorneside

There is significant opportunity to rethink and improve how these areas are designed and used. By improving accessibility while also prioritising people, destinations can become safer, more inclusive and more appealing for the community. Well-designed places also have the potential to attract people from across the region to support local businesses and help the Redlands Coast thrive.



Figure 14: Capalaba Town Centre Revitalisation

The potential of some destinations can be realised through planned redevelopment that will revitalise these areas, such as Capalaba Centre (Figure 14). While car parking will continue to be provided, it will not be the dominant feature. Instead, these destinations are being designed around people, with priority given to pedestrians, cyclists and public transport users, particularly within central areas.

3.0 The Access and Parking Strategy

3.1 Our vision

Access and Parking Strategy vision for Redlands Coast:

Provide equitable, affordable, and efficient access to vibrant destinations.

The vision builds on existing goals as outlined in Council's Corporate Plan, such as creating 'strong communities', 'sustainable environments', 'liveable neighbourhoods' as well as a 'prosperous economy'. In particular, the plan envisages a safe, connected and accessible city with improved travel choices and access for the community, including walking, riding, and public transport (noting this is controlled by the State Government).

The vision also aligns with the Redlands Coast Transport Strategy, which sets out a transition towards a more efficient, accessible and integrated transport system. Over the next 20 years, this includes reducing reliance on private vehicles by embracing and enhancing a wider range of sustainable transport options.

The vision addresses the issues and opportunities impacting access and parking, as outlined in Chapter 2.



Figure 15: Refocus from car parking to access

The major theme of the Strategy and vision is to focus on improving ‘access’, with car parking considered as part of a broader mix of travel options (Figure 15). By taking a holistic approach to access, the Strategy seeks to improve equity at key destinations by strengthening alternative travel choices and managing demand for car parking. This includes using parking more efficiently and effectively to support access while encouraging more sustainable ways of getting around.

The vision is for destinations to be vibrant and welcoming places. Access is how people reach and move through these places. Good access supports the role of destinations as places for recreation, education, work, or business to help them thrive.

Figure 16 defines the outcomes that support the vision.

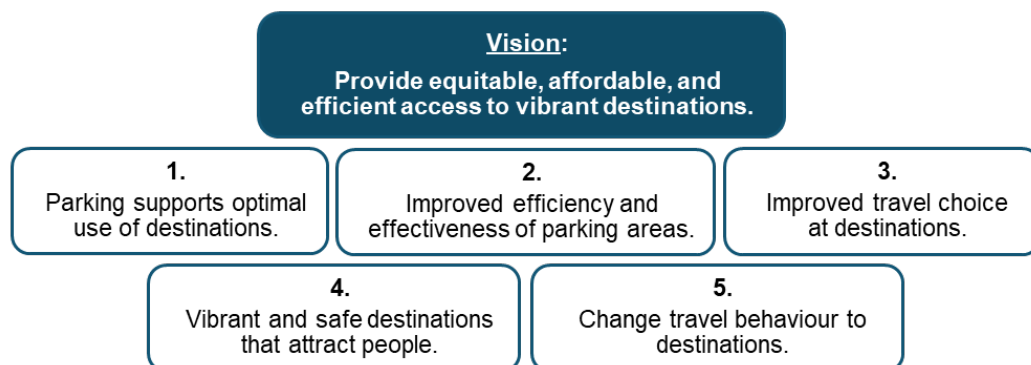


Figure 16: Vision and supporting outcomes

4.0 Outcomes

This chapter describes the outcomes and the initiatives that support their achievement.

4.1 Parking supports the optimal use of destinations

A key outcome of this Strategy is for car parking to support how destinations function and are experienced by the community. Parking is one of several ways people access and use these places, and when it is planned and managed effectively, it can contribute to their success.

Well-managed parking helps people reach destinations while supporting local businesses, services and activities. At the same time, it should not dominate or detract from what places special. This includes preserving street vibrancy, natural and waterfront character, visitor appeal and the amenity enjoyed by nearby residents.



Figure 17: Wellington Point Reserve

Through this Strategy, Council aims to ensure that both public and private parking plays an appropriate supporting role, enabling access while balancing the needs of people, place quality and long-term sustainability.

Allocate space to support access by a range of modes

Allocating space to support different ways of reaching destinations is central to achieving better access outcomes. Applying an access hierarchy ensures that planning, design and investment decisions prioritise walking, riding and public transport, helping to reduce pressure on car parking while expanding travel choice.

Under this approach, access by walking, riding and public transport are prioritised close to the core of a destination, such as an entrance to a ferry terminal or retail precinct. Car parking continues to play an important role, with higher-priority spaces, such as accessible parking, pick-up and drop-off, and short-stay parking, located closer, while longer-stay parking is generally provided further away. This supports access while reinforcing broader sustainability, accessibility and place-making outcomes.

Access hierarchies are widely used in transport planning, including within Council's Redlands Coast Transport Strategy, Translink's Access Hierarchy and the Department of Transport and Main Roads' (TMR) Sustainable Transport Hierarchy (Figures 18 to 20).

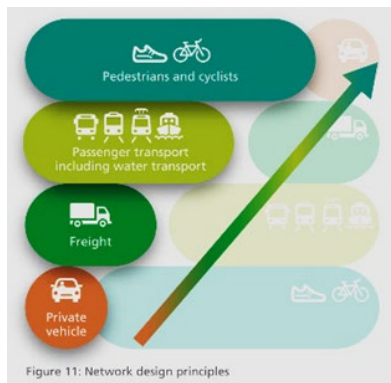


Figure 18: Redlands Coast Transport Strategy Network Design Principles

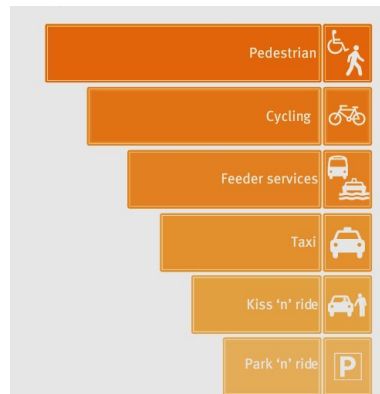


Figure 19: TransLink Access Hierarchy

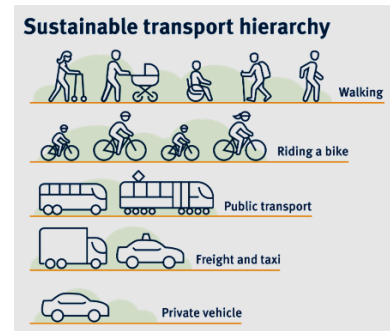


Figure 20: TMR Sustainable Transport Hierarchy

This *Strategy* incorporates these principles through a destination-specific access hierarchy for Redlands Coast (Figure 21). This hierarchy will guide the planning, design and delivery of Destination Access Plans for city's major destinations, ensuring space is allocated in a way that supports equitable access, safe movement and high-quality places.

Access for people with disability is considered across all elements of this hierarchy, including pedestrian access, micro-mobility, public and shared transport, passenger set-down areas and dedicated accessible parking spaces.

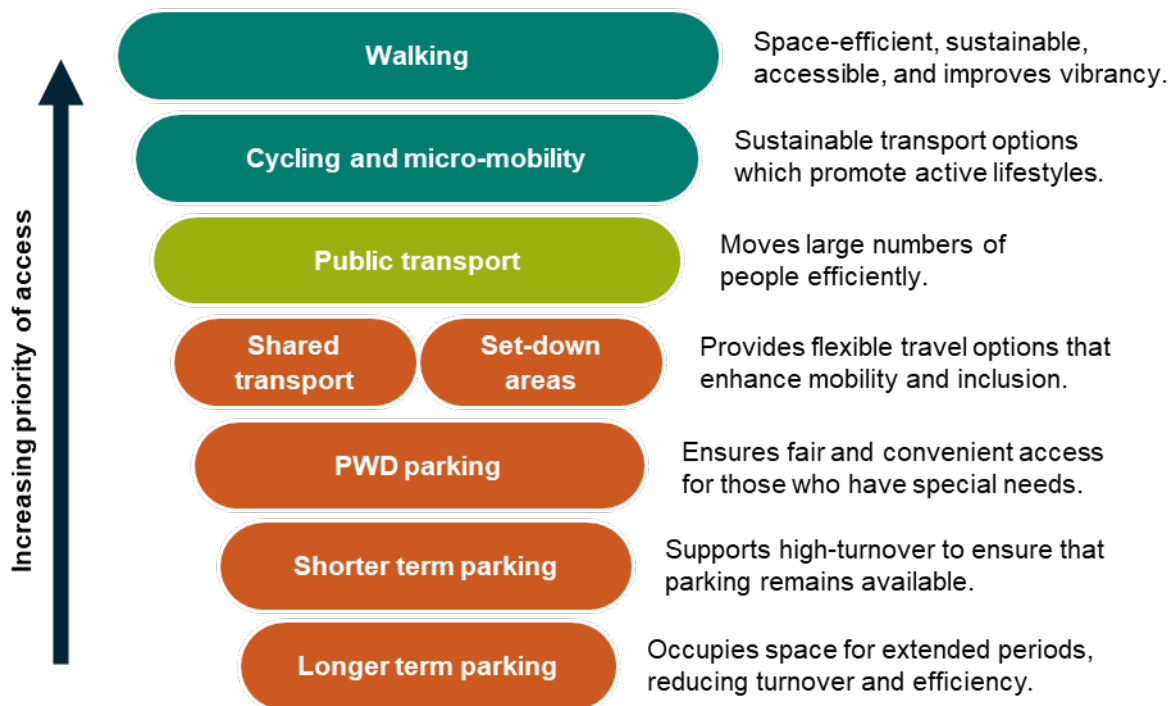


Figure 21: Destination Access Hierarchy

Better utilisation of privately owned car parking areas

Public car parking is supported by a substantial supply of privately owned, predominantly off-street parking. Council requires developers to provide parking as part of developments.

There is an opportunity to make better use of this existing parking to support residents, businesses, visitors and employees, helping to reduce pressure on public car parking and allowing space at key destinations to be used more effectively.

Improving the use of private car parking can be achieved through better information, clearer wayfinding and appropriate enforcement of parking arrangements across both public and private areas. In some locations, private car parking may be available outside peak business hours and could accommodate other visitors or activities.

Parking supply is balanced to support viable development and revitalisation

Providing the right amount of car parking is important to ensure that destinations function effectively while supporting the viability of development and ongoing revitalisation. Parking supply needs to meet demand without creating unnecessary costs, oversupplying land for car parking or constraining how places can grow and adapt over time.

Access and parking requirements for private development are set out in Council's *City Plan*, which specifies parking provision for different land uses and development types. These requirements are periodically reviewed to ensure they remain aligned with government policy, Council strategies such as this Strategy, and community expectations.

Future City Plan reviews will continue to assess car parking provision rates, as well as requirements for other types of parking, such as bicycle parking. These reviews will also consider measures that support and encourage trips by sustainable transport modes, helping to reduce reliance on private vehicles while maintaining development viability and supporting high-quality, active destinations.

Support a diversified range of parking options

Supporting a range of parking types is essential to meeting different access needs and expanding travel choice. This includes parking for bicycles, e-mobility devices and mobility scooters, supported by secure and well-located end-of-trip facilities that make these options safer and more attractive to use.

Car parking provision will also support a variety of essential access needs, including car-share and ride-share services, passenger pick-up and drop-off areas, accessible parking for people with disabilities, motorcycle parking, electric vehicles and charging infrastructure, emergency service zones and bus stops.

Providing a diverse mix of parking options enables more people to choose how they travel, reduces reliance on cars and supports more efficient use of space at destinations. It also helps future-proof the city as transport technologies and travel behaviours continue to evolve.

4.2 Improved efficiency and effectiveness of parking areas

Car parking is a valuable but limited resource is expensive to build, manage and maintain. An important outcome of this Strategy is to ensure existing parking areas are used as efficiently and effectively as possible.

Council will prioritise proactive management of current car parking supply, including improved regulation, design, information and enforcement, to maximise availability and turnover before considering the need for additional parking. This approach helps reduce unnecessary costs and supports better use of land at key destinations.

Expanding car parking supply should only be considered where other opportunities to improve efficiency and effectiveness have fully been explored and are insufficient to meet access needs.

Parking demand management supports changes in how and when we travel

Car parking demand management focuses on managing when, where and how people travel, rather than simply increasing parking supply. The aim is to meet access needs while reducing pressure on car parking by encouraging different travel choices and spreading demand more evenly throughout the day.

While private vehicles and car parking will continue to play an important role for many trips, providing practical alternatives and encouraging travel at different times can significantly improve how destinations function. This helps ensure parking is available for those who need it most, without reducing overall access.



Figure 22: Active transport can help alleviate car parking demand

Car parking demand management includes a range of complementary measures, such as:

- Prioritising, improving and promoting access by walking, riding, public transport, community transport and shared transport modes (Figure 22).
- Using responsive parking regulation, enforcement and pricing tools to support appropriate turnover, distribution and efficient use of parking.
- Encouraging better use of existing off-street parking on private land.

These measures will be supported by ongoing monitoring of parking areas, including data collection and trend analysis, to enable evidence-based decision-making and regular review.

Effective parking demand management can deliver broader community benefits, including:

- Better functioning destinations, through improved parking turnover and allocation.
- Enhanced local amenity, by reducing congestion and minimising visual, economic and environmental impacts of excess car parking.
- Improved accessibility and mobility, by supporting alternative travel options and ensuring parking is available for people with the greatest need.

Demand-responsive regulation and enforcement to improve parking efficiency

Effective parking regulation is essential to managing demand, making better use of available spaces and support vibrant, accessible destinations. When applied responsively, regulation can help encourage sustainable travel choices, reduce congestion and ensure parking is available for this who need it most.

Car parking allocation is guided by the level and type of activity in surrounding areas. In high-activity locations, such as retail precincts, town centres and ferry terminals, parking closest to the destination core should be prioritised for short stays to support turnover. These areas should also prioritise space for passenger drop-off and pick-up, ride-share services, public and community transport, accessible parking for people with disability, and facilities for walking and riding.

Longer-stay parking, such as for employees or all-day visitors, should generally be located further from the destination core. This reflects the principle that the longer the stay, the further from the centre the parking is located, supporting efficient use of space and better access outcomes overall in accordance with the Destination Access Hierarchy (Figure 21).

Car parking occupancy, the proportion of spaces in use at a given time, is a key indicator of how well parking is functioning. An occupancy level approaching 85% is considered optimal. Above this level, spaces become harder to find, and drivers spend more time circulating, increasing congestion and reducing amenity⁸. Car parking regulation will be guided by observed occupancy levels, as outlined in Figure 23.

Peak occupancy	Description	Regulation response
< 60%	Parking is underutilised	Consider easing parking regulations if appropriate
60% – 85%	Ideal range where parking is well-utilised without excessive demand	Consider leaving parking regulations unchanged if appropriate and continue to monitor conditions
> 85%	Vacant parking is difficult to locate, leading to congestion and frustration	Consider increasing parking regulations if appropriate

Figure 23: Occupancy levels guiding car parking regulation

⁸ Shoup, D. (2005). *The High Cost of Free Parking*. United States: American Planning Association.

Depending on demand, a range of regulatory tools may be applied, including unrestricted parking, time-limited parking, priced parking and parking restrictions or prohibitions (Figure 24). These tools will allow Council to respond to changing conditions and manage parking in a way that supports access, efficiency and the ongoing vitality of destinations.



Regulation	Description
Unrestricted	No regulations in place. Suitable for areas with low demand.
Time restrictions	Limiting how long a vehicle can park to encourage appropriate turnover. There can be multiple responses within this measure itself as time restrictions can be progressively reduced (for example, 4P → 2P → 1P).
Priced parking	Introducing pricing to encourage appropriate turnover. Introduced once all appropriate time restriction measures have been established. There can be multiple responses within this measure itself as pricing can be progressively increased.
Parking prohibited	Parking prohibited for safety, traffic flow and other reasons.

Figure 24: Application of car parking regulation

Parking regulations and management are informed by quality evidence and information

To ensure that car parking regulations remain effective over time, Council will regularly review parking supply and management at key destinations. This will include surveys of both public and private parking areas to assess occupancy, turnover and how well current regulations and enforcement are working. Findings will be used to make informed adjustments that improve access, efficiency and user experience.

Council will also make use of established and investigate emerging technologies to monitor and manage parking demand and inform evidence-based decision-making. These tools can provide accurate, real-time, information on parking occupancy, helping to build a detailed understanding of how parking areas are used, including peak demand periods and typical lengths of stay.

Technology can also improve the customer experience by integrating with mobile applications and digital signage to direct drivers to available parking spaces. This reduces time spent searching for parking, lowers unnecessary vehicle movements and helps ease congestion around destinations.

Examples of these technologies include parking sensors, mobile apps, dynamic signage and data analytics tools.

4.3 Improved travel choice at destinations

Enhancing travel choices at destinations improves access for everyone and helps reduce pressure on car parking.

Improve access for active transport modes

There are significant opportunities to improve access to destinations by walking, riding, using scooters or other rideable devices, and for people with disability. Strengthening these options supports more equitable access and encourages more people to choose active travel for everyday trips.

Improving access for active transport requires these modes to be prioritised at destinations, in line with the Destination Access Hierarchy (Figure 21). Providing safe, convenient and well-designed facilities close to destination cores helps making walking and riding practical, comfortable and appealing choices.

Ways to improve access for walkers and riders can include:

- High-quality, well-connected pathways that are safe, accessible and inclusive, including for people with disability.
- Secure parking for bicycles, scooters, and mobility scooters, including charging facilities for electric devices.
- End-of-trip facilities, such as showers, lockers and change areas, particularly in centres and employment locations.
- Clear and consistent wayfinding, including signage, pavement markings, maps and digital information that highlight safe and convenient routes, available facilities available and travel options to and within destinations.

Improve access by public transport

Improving access by public transport can significantly reduce the need to drive, park and own a car. High-quality public transport can move large numbers of people efficiently. One bus can replace up to 50 individual car trips⁹, helping to ease congestion and reduce demand for car parking at key destinations (Figure 25).

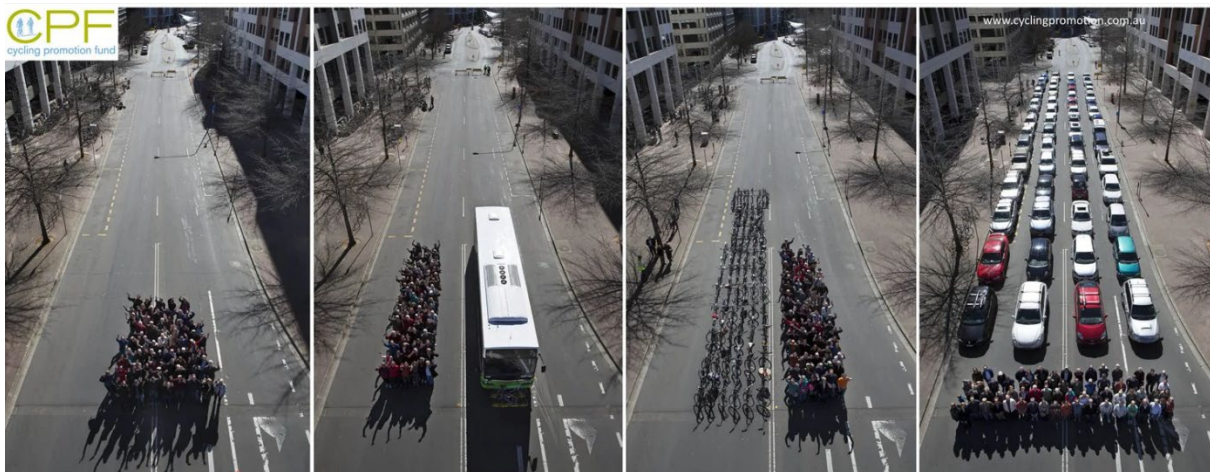


Figure 25: Road capacity of a different modes *Error! Bookmark not defined.*

⁹ Walker, J. (2012, September 21). *The Photo That Explains Almost Everything*. Retrieved from Human Transit: <https://humantransit.org/2012/09/the-photo-that-explains-almost-everything.html>

The provision of public transport services is a State Government responsibility, not a Council one. Council will continue to advocate and collaborate with public transport providers and the State government to improve services to and from destinations. Strengthening these services will expand travel choice, support equitable access and reduce pressure on the road and parking network.

For public transport to be a practical and attractive choice, services need to be reliable, frequent, convenient, accessible and safe. This includes easy active travel connections to stops, comfortable waiting areas and clear information for passengers.

Public transport should be prioritised at destinations in line with the Destination Access Hierarchy (Figure 21), with high-priority access and well-located facilities that support seamless connections to surrounding areas.



Figure 26: Capalaba Bus Interchange, Moreton Bay Road

Improve access for shared transport modes

Shared transport, also referred to as shared mobility, includes services where vehicles are shared by multiple users over time or during the same trip. This includes ride-share, taxis, car-share, bike-share, community transport and on-demand transport services (Figure 27).



Figure 27: STAR services, providing on demand transport in Redlands

Shared transport can play an important role in reducing demand for car parking. Because vehicles are used by multiple people throughout the day, they spend less time parked. For example, a single car-share space can replace up to 10 privately owned parked vehicles. In other cases, shared vehicles rely primarily on passenger pick-up and drop-off zones rather than conventional long-stay parking.

Shared transport services can also help meet the diverse needs of the community, provide flexible travel options, and fill gaps where public transport services may be limited. They can improve access for people who do not drive, reduce reliance on private car ownership and support more efficient use of space at destinations.

In line with the Destination Access Hierarchy (Figure 21), Council will prioritise space at destinations to support shared transport services. Council will also work with service providers to expand the availability and visibility of shared transport options and promote their use where appropriate.

Case Study – Car Share at Weinam Creek:

In 2021, Council approved a lease of eight car-share parking spaces at Weinam Creek, adjacent to the Redland Bay Marina, following a successful trial with Bay Islands Car Share (Figure 28). Due to strong community uptake and increasing demand, the number of dedicated car-share spaces has since grown substantially. This expansion demonstrates how shared transport can reduce the need for privately owned vehicles.



Figure 28: Car-share at Weinam Creek

The Weinam Creek car-share program shows how shared mobility can improve access to key destinations while making more efficient use of limited space, reducing parking pressure and supporting more sustainable travel choices.

4.4 Create vibrant and safe destinations that attract people

Bring activities to destinations to reduce the need to travel and park

Incorporating mixed land uses at destinations where appropriate can reduce or eliminate the need for additional trips and parking by allowing people to meet more of their daily needs in one place.

A diversity of land uses, such as retail, services, health care and community facilities, supports more efficient use of space, increases pedestrian activity and contributes to lively, welcoming environments. Destinations with active street life are also typically safer, more attractive and more economically resilient.

For example, the inclusion of more retail and medical services on the islands would help residents access essential services locally, reducing the need to travel and park elsewhere. Cleveland Centre is an existing example of how a mix of uses supports a vibrant destination that encourages walking, longer visits and ongoing activity throughout the day (Figure 29).

By supporting mixed-use development, this Strategy helps improve access and create places that people want to spend time in.



Figure 29: Raby Bay Harbour, Cleveland

Allocate space at destinations to prioritise activation and sustainable travel

There is significant opportunity to enhance the city's major destinations so they are attractive, safe and vibrant places for residents, businesses, workers and visitors. Achieving this requires rethinking how space is allocated within destinations to better reflect their unique character and potential, while prioritising access for people.

For example, many of the city's ferry terminals are located in highly scenic waterfront settings with views across Moreton Bay. These locations have the potential to function as more than transport nodes, becoming active public spaces that support a wider range of uses. Introducing complementary features such as picnic areas, cafés and shaded public spaces can help activate these areas, support local businesses, and improve the experience for ferry passengers and visitors.

To support this approach, Council will:

- Identify safe, accessible and attractive pathways and activity areas that are well-lit, free from obstacles, and designed to support high levels of pedestrian activity.
- Work with stakeholders to identify land uses, activities and events that can activate destinations and encourage longer visits.
- Advocate to the State Government to locate public transport stops close to activity areas, with well-designed shelters, clear wayfinding and accessible boarding.
- Provide an appropriate supply of well-located accessible parking, passenger pick-up and drop-off areas, and loading zones, that meet design standards and support turnover.
- Incorporate safety and security measures, including lighting, clear sightlines and passive surveillance, to improve comfort and safety for all users.

By prioritising people-focused access and place activation, this approach supports more sustainable travel choices, reduces reliance on car parking, and helps create destinations that are welcoming, inclusive and active throughout the day.

4.5 Change how we travel to destinations

Promote alternative travel and reduce parking demand

Supporting a range of travel choices and encouraging greater use of alternative modes can ease pressure on parking at destinations, but also at homes and workplaces. Focusing on when, how and whether trips are made can improve access without compromising convenience. This includes making alternatives to driving more attractive, supporting shared travel, and enabling people to combine trips or access services closer to home.

A range of coordinated strategies will be used to manage travel demand, reduce congestion and ease pressure on car parking across the city (Figure 30). These approaches work together to influence how, when and whether people travel.

Many trips within the city are relatively short, with around half less than five kilometres and around 60% of school trips less than three kilometres. These distances present strong opportunities for more trips to be made by walking, riding or public transport.

Key strategies include:

- Car parking regulations and enforcement that support turnover in high-activity areas, reduce congestion and encourage travel outside peak periods.
- Encouraging walking and riding through improved facilities and connections.
- Encouraging public transport through improved facilities, services and connections, noting this is a State Government responsibility.
- Locating services and activities closer to where people live, work and visit, reducing the need for longer or multiple trips.
- Support flexible working arrangements, where appropriate, to reduce travel demand.
- Travel behaviour change programs, such as active travel to school initiatives, that encourage different travel choices.
- Providing clear information to improve awareness of travel options, parking availability and regulations.



Figure 30: Council employees riding to work

Together, these strategies help maintain access to destinations while reducing reliance on private vehicles and car parking, supporting more efficient movement and better outcomes for the community.

5.0 Implementation

5.1 Approach

This *Access and Parking Strategy* sets out how Council aims to optimise access and parking across Redlands Coast to improve people's ability to reach home, jobs, education, health services, commercial centres and recreational destinations.

Council will work with other levels of government, transport agencies and developers to ensure access and parking is integrated into planning and delivery across the network, including on State-controlled public transport infrastructure and development sites.

Council has consulted with the community and stakeholders on the draft version of this Strategy and will continue to liaise with and survey local residents, businesses, workers and community groups to identify local issues and opportunities that impact access and parking.

5.2 Destination Access Plans

Many of the city's access and parking challenges are concentrated at major destinations. Addressing these issues requires tailored, place-based solutions that respond to local conditions, reflect community needs, and align with this Strategy. Council will deliver these through a program of Destination Access Plans (DAPs), with an emphasis on community and stakeholder engagement throughout the process.

DAPs will be prepared for major destinations such as activity centres, ferry terminals, transit hubs, major recreational and sporting precincts, and other locations where coordinated access planning is required.

Each DAP will:

- Review current access and parking conditions, informed by data and local context.
- Consider upcoming changes at the destination, including development.
- Assess how space is allocated against the Destination Access Hierarchy.
- Consider the role and utilisation of nearby privately owned parking.
- Identify opportunities to improve access for walking, riding, public transport (State Government responsibility), shared transport and people with disability.
- Identify appropriate car parking responses, including demand management measures.
- Explore opportunities to support land uses that reduce travel and parking demand.
- Include targeted engagement with the community, businesses and key stakeholders.
- Set out short-, medium-, and long-term actions, including triggers for future change.
- Provide clear information and resources to support informed travel choices.

The timing and sequencing of DAPs will be guided by the level of access and parking issues, development pressures, safety considerations and community and stakeholder interest.

Given the complexity of these investigations and the need for engagement, DAPs will be delivered progressively, with the priority destinations addressed over the next five years.

5.3 City Plan

Council will periodically review its planning scheme (*City Plan*), including access and parking provisions, to ensure alignment with this Strategy.

The *City Plan* sets requirements for parking, access and related facilities in new development across residential, commercial, industrial and other land uses. Ongoing reviews will help ensure these requirements remain appropriate, support sustainable travel choices, respond to changing community needs and enable high-quality, viable development.

5.4 Priority initiatives

While this Strategy outlines initiatives to be delivered over the next 20 years, Council will focus on the following priority actions over the next five years:

- Prepare and implement Destination Access Plans (DAPs) for high-priority locations
- Review City Plan access and parking standards to ensure alignment with this Strategy
- Continue enforcement of parking regulations at key destinations to support compliance, turnover and efficient use
- Investigate the introduction of smart parking technologies to monitor performance and inform future improvements
- Advocate to relevant stakeholders and decision-makers for improved travel choices at key destinations, particularly enhanced public transport services
- Work with the community, businesses and other stakeholders to identify issues and deliver access and parking solutions, including through DAP preparation
- Develop and implement travel behaviour change programs that encourage greater use of sustainable travel modes.

5.5 Monitoring and review

Progress on implementing this Strategy will be tracked through a set of key performance indicators, including:

- Improved accessibility at key destinations for all transport modes
- Regular monitoring of parking occupancy at key destinations, with a target range of 60 to 85 per cent, supported by appropriate management techniques
- Increased use of active transport modes across the city
- Increased public transport use and patronage at key destinations
- Improved compliance with parking regulations
- A reduction in access and parking related complaints received by Council.

Council will periodically review and update this Strategy and related plans to ensure they remain responsive to community needs, emerging trends, and best practice, to support effective and ongoing implementation.



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