

Southern Moreton Bay Islands a strategic framework

Future parking choices

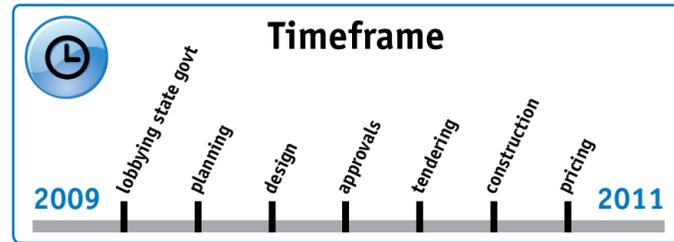
What will parking cost?

Council is expected to determine a pricing structure as part of its 2010-2011 budget process (the budget is usually adopted in June each year). Car park construction and the commissioning of the new pricing structure would then occur later in the 2010-2011 financial year.



Sequencing of changes to car park

There is a detailed sequence of steps Council will follow before any changes are made to car park configuration and parking pricing structure (see table below). Only one of those steps has taken place to date.



Step	Approximate timeframe	Completed
1.	Master plan adopted	26 August 2009 ✓
2.	Public transport solution lobbying of state government and private sector operators	ongoing
3.	SMBI Integrated Local Transport Plan review including assessment of social and economic impact of pricing structure and options	early 2010
4.	Finalising design/concept	early 2010
5.	Adopt pricing model (as part of 2010/2011 budget)	mid 2010
6.	Capital budget setting	mid 2010
7.	Price transition plan and construction staging plan (minimise disruption to users)	mid 2010
8.	Tenders called	late 2010
9.	Construction completed	mid 2011
10.	Pricing model implemented	mid 2011

Note: the decision to adopt the master plan took into account community submissions and feedback, and feedback from the Southern Moreton Bay Islands Communities Advisory Committee (SMBICAC).



Changes made as a direct result of community feedback

A number of key actions have now been incorporated into the revised master plan as a direct result of community feedback.

Redland Bay

The master plan makes better use of land in Redland Bay by:

- incorporating a village green in the Redland Bay centre (which may host future events such as markets and community gatherings)
- providing centre 'main street' streetscapes, gateway statements and street tree boulevards
- incorporating a café precinct close to Weinam Creek, the foreshore and transit facility
- recommending significant actions for environmental management, reporting and monitoring
- supporting the elevation of the Redland Bay centre from neighbourhood level to district level, with amendment of the Redlands Planning Scheme (which will create more opportunities for tourism accommodation, etc.)
- collecting and analysing new background data and additional studies to provide an improved basis for informed decision making, including:
 - 2009 Travel Survey (for comparison with the 2003 Travel Survey)
 - briefing note – Weinam Creek Car Park, 2009
- issues paper – SMBI Population and Dwelling Profile, 2009
- increasing pedestrian and cycling links on the Redland Bay foreshore, connecting the centre with the bay via a network of open space
- improving and increasing parkland offering master planned facilities, increased usability and recreational opportunities for residents and visitors
- increasing open spaces, scenic values and foreshore conservation works, to ensure the beauty and environmental attributes of Redland Bay are protected and enhanced.

Marine and transport

The master plan helps plan for improved marine transport and infrastructure by:

- enabling commercial private vehicle parking stations to be incorporated into medium density residential developments (to increase available parking in the area)
- establishing a framework for the future implementation of a responsible pricing policy
- initiating other alternatives to private car use, such as a car pooling scheme, car rental enterprise, cycle storage and associated facilities at the ferry terminal
- ensuring the new boat ramp has adequate disabled access, boat and trailer parking, queuing facilities and dinghy ramp provision, and addresses pedestrian safety concerns
- developing and implementing a comprehensive campaign that calls on the state government to, in partnership with Council and the community, commit to a long term special funding program that addresses the SMBI civil and social infrastructure needs (undertaken concurrently with the recently commenced Bay Island Blueprint)
- committing to seek state government support to start preliminary investigations into future development of a Marine Facilities Investigation Area.

Transport review

Council will now review the Redlands Integrated Local Transport Plan (2003) and seek state government commitment to a joint integrated transport plan for the SMBI.

This review, planned for 2009-10, will re-examine the assumptions of the 2003 local transport plan, consider alternative barge corridors, promote regulation of barge services and explore opportunities for a second barge service at Redland Bay.

Together these plans would explore commercial transport opportunities and aim to significantly improve public transport services through:

- more service connections to the ferry terminal
- future island bus services
- improved barge services (and hours of operation)
- better integrated ferry/bus timetabling
- integrated ticketing on bay island ferry services
- a park'n'ride facility in the southern end of the city.



Redland Bay Centre and Foreshore Master Plan



Adopted master plan sets scene for the future

September 2009

Community feedback incorporated into a revised plan

Redland City Council has taken into account extensive community feedback in the newly adopted Redland Bay Centre and Foreshore Master Plan.

The master plan, which will guide how publicly controlled and managed land is used long-term in the Redland Bay town centre and foreshore area has now been adopted.

The master plan includes a range of initiatives that will form part of Council's wider efforts to improve the Redland Bay foreshore and its important links to services on the Southern Moreton Bay Islands (SMBI).

The master plan will be used to:

- inform Council's budget, capital works and operational plans
- provide Council with an advocacy tool for liaison with the state government on key planning issues
- guide and inform future detailed design and planning processes relating to the Redland Bay centre, the foreshore, open space and recreation areas, and the Weinam Creek marina, boat ramp, public transport interchange, car parking area and surrounds.

The master plan story so far

- Draft open for public comment 25 October – 5 December 2008
- 389 submitters responded (including petitions and authorisations with 3,711 signatures)
- Submissions from individual residents and SMBI community groups
- Aspects of draft plan discussed at a SMBI Community Advisory Committee (11 August)
- Plan adopted by Council (26 August)

“ Now the master plan has been adopted, more detailed planning will be undertaken on specific components, some of which will include further consultation. ”



To view the full Redland Bay Centre and Foreshore Master Plan go to www.redland.qld.gov.au and follow the front page link

Strategic outcomes of the master plan:

- The master plan aims to:
- strengthen the role and identity in the Redland Bay centre and its relationship to Moreton Bay, including its function as a destination for waterfront and marine-based recreational activities and its key role as the principal gateway to the SMBI
 - rationalise the pattern of land use to achieve efficient, integrated and improved urban design and open space outcomes that will enhance the character and amenity of the Redland Bay centre and its foreshore
 - identify sustainable development opportunities and protect environmental values
 - identify sustainable transport solutions to the Southern Moreton Bay Islands and establish a pedestrian, cycling and public transport friendly environment in the centre and its foreshore
 - identify and address the impacts of the proposed strategy outcomes on local transport infrastructure
 - create, reinforce and enhance pedestrian, bicycle, recreation and environmental links within the Redland Bay centre and neighbouring areas.

How it works

The plan is a non-statutory document with a timeframe of around 15 years.

It is a high level strategic planning tool, incorporating a number of key land use strategies to be addressed:

- urban planning and design
- open spaces
- commerce and industry
- settlement patterns and population projections
- community facilities and development.

The master plan also incorporates transport strategies to improve:

- public transport
- water taxi services and facilities
- vehicular ferry services and facilities
- boat ramps
- vehicle parking
- bicycle circulation
- pedestrian movement.

Together, these land use and transportation strategies will improve the Redland Bay foreshore, and its connections to the SMBI.

To deliver these improvements, the master plan includes actions to be staged over the short, medium and long term:



The master plan will be reviewed on an ongoing basis as part of monitoring the effectiveness of the demand management measures. Council will also conduct further detailed planning work and refine the indicative works scheduling in its 10-year capital works program and budgeting process.



Southern Moreton Bay Islands

a strategic framework

Extra FACTS

What does the master plan mean for car parking at Weinam Creek?

At a glance:

- Designs will be prepared to improve the layout, safety and operation of the car parking area, and bus interchange.
- The design and construction process may take between 12-18 months, with changes not likely to be in place until 2011.
- Once new facilities are constructed, public transport services or facilities have been improved and suitable implementation timelines are in place, Council will commence the new pricing model, determined as part of normal budgetary deliberations.

What will it achieve?

- The upgrade to the Weinam Creek passenger terminal will:
- provide additional parking bays
 - separate car park traffic from public transport pick up and set down
 - improve public transport accessibility and safety
 - improve visibility and safety of pedestrians and cyclists
 - move disabled bays closer to the terminal
 - improve overall facility security through lighting and staffing.

Why is it happening?

- There are car parking challenges at Weinam Creek Council can't ignore. Council is acting to manage and/or address:
- growing population
 - public transport services
 - limited space for parking
 - options for fair, affordable parking
 - parking safety and security.

What is the relevance of the master plan?

- The master plan sets the framework for us to address the above challenges. It aims to:
- improve security, amenity and capacity at the car park
 - manage growth
 - introduce demand management initiatives, parking options, and pricing.
- Also, it gives Council a basis to continue to lobby state government and private industry to find other transport solutions and improve service levels through:
- integrated scheduling of services
 - expanded barge service options
 - subsidised public transport
 - public transport on the islands
 - park and ride facilities
 - car hire options
 - private parking arrangements
 - bicycle storage.