

HAHEI TOURISM AND TRAFFIC MANAGEMENT PLAN

BACKGROUND

- **Major International and Domestic Tourist Destination**
- **Huge Growth in visitor numbers to Hahei and Hot Water Beach**
- **Comprehensive report by traffic consultants MWH in August 2016**
- **Since then extensive discussion and consultation with the community via the Residents and Ratepayers Association**
- **Culminated in development of an “action plan”**
- **The Action plan was agreed by the Mercury Bay Community Board on 8th November 2017 and recommended to Council for approval**

People come to Hahei to:

- Visit Cathedral Cove – tick it off their bucket list
- Go to the beach for the day – from far afield – Auckland, Hamilton
- Have their annual 1 -3 week holiday at the camp or in a rented bach
- Use their bach for the summer holiday

**~3500 Visitors
per day now in
peak period**

GROWTH

Cathedral Cove Track	311,939	+15%
Shuttle Bus	34,659	+18%
Visitor Car Park (peak period)	6,987	+22%
Vehicles (peak period)	67,228	
Hot Water Beach revenue	\$193,877	+35%













Action Plan Is To:

- **Manage a growing international tourist destination**
- **Manage a major domestic holiday resort**
- **Preserve the quality of life for residents and property owners**
- **Deliver a positive tourism experience**
- **Not impact financially on ratepayers**

And It Is Based On Overseas International Tourist Sites

- **We have a small town experiencing a large impact**
- **It is not comparable with large city parking**
- **It must be compared with overseas small town tourist destinations**
- **There are many examples and the most common solution is restricted visitor parking**
- **Restricting parking over the summer period is the most viable method**
- **Introduce from 1 October to 30 April each year for day time peak hours of 7:00am to 7:00pm**

Summary

- Establish 500 space visitor car park – approved
- Create resident only parking on Hahei Streets – visitors to use car parks
- Implement paid parking at all 3 car park sites – visitor, beach front, Cathedral Cove (off peak)
- Provide free parking to Mercury Bay South residents and ratepayers
- Full costs will be covered from user charges and excess used to provide future Hahei visitor facilities

Hahei Parking

Parking Bylaw options

Purpose of presentation

- Give an overview of current Parking Bylaw restrictions in Hahei
- Identify options available under the Bylaw to respond to the Hahei parking issues

What is the community seeking?

- A walking village
- Limit the impact on residents of high visitor numbers
- The question is how best to achieve this

Bylaw background

- Bylaws are a regulatory tool, not an education one
 - They are rules with consequences
 - Enforcement is necessary
- Parking Control Bylaw is made under the Land Transport Act.
 - Enforced through infringements
- We can make minor changes by resolution after engaging with those affected
- Major changes constitute a review of the Bylaw and require full public consultation

Parking control in Hahei - context

- No stopping lines up Grange Road
 - Have been effective in stopping dangerous parking by visitors
- Drop off only at Grange Road car park over summer; paid parking the rest of the year
- Hahei visitor carpark on Pa Road
 - Currently free, but fee of \$10 per day set in LTP
 - Expansion by 2018/19 to 500 parks approved on 26 June
- A range of timed parking restrictions around shopping area (e.g. P30, P60)

What we know (and what we don't)

- What we know
 - Summer peak population 4-5,000 a night
 - Aligns with high visitor numbers to beach and Cathedral Cove at that time
 - Residential streets are full of parked visitor cars, and Council car parks full
 - There is interest from the community in better managing traffic flow and parking over the peak

What we know (and what we don't)

- What we don't know
 - How long this period lasts, when it begins/ends
 - For how long could the situation be described as intolerable?
 - No traffic assessment done on the impact of parking on the residential streets, i.e. what the safety issue looks like
 - No real evidence of a safety issue (no reported near misses or accidents), just perception to date

Bylaw options: do nothing (for now)

- Expand visitor car park, promote with better signage, and see what this does to on-street parking
- Undertake a Traffic Impact Assessment (TIA) through an expert traffic consultant and ascertain available alternatives to address the issue/s
- Develop and implement an action plan based on the TIA
 - TIA timed to report back after the summer period, to give ample time to make changes for 2019/20 summer and as part of 2019/20 Annual Plan

Bylaw options: no stopping lines

- Add no stopping lines to additional streets in Schedule A of the bylaw
- Partial change (e.g. lines on one side of every street, or on limited sections of the street)
 - No formal consultation (but discuss with affected properties)
- Large change (e.g. no stopping lines everywhere)
 - Formal consultation as review of Bylaw
- Simple implementation

Bylaw options: resident only parking

- Review Bylaw to provide for resident parking, and apply to Hahei in Schedule A of the bylaw
- Significant change so will require formal consultation as a review of the Bylaw
- Will require a complicated permit system which is expensive
 - Suggestion is that permit holders should meet costs because:
 - Permits impose costs on Council
 - Excludes general public (and general ratepayer)
 - Delivers private benefit for Hahei residents in public place

Hahei Parking Workshop

Compliance and regulatory matters



Current Compliance State

- 124 patrols between 26 December and 9 February (about 2 patrols per day)
- 72 were parking patrols (rather than freedom camping or dogs)
 - 33 infringements
 - 19 warnings
- Can currently infringe for a number of parking violations including inconsiderate parking and parking over drive ways however data does not evidence that this is an issue.
- Keep in contact with HRRA often through summer and can respond to emerging issues.
- We support their vision of the village being more pedestrian friendly and believe that this can be better achieved through current compliance tools rather than resident permit parking.

Option 1: No bylaw change

- Compliance team would continue to patrol twice per day during summer months (can take a stricter approach to infringements).
- Would continue the trial of “please no parking on berms” signs that were used this year at request of HRRA (as an educational message with no enforcement).
- Could put more signage at village entrance directing people into the car park
- Could place signage at village entrance stating “Parking limited past this point please use village entrance car park– we routinely enforce traffic laws – please park considerately and do not block the roadway or driveways”

Option 2: Broken yellow lines

- Broken yellow lines would be solution most consistent with similar issues across the district.
 - Universally understood (acknowledging many international tourists)
 - Easy to enforce for compliance officers
 - No extra signage required
 - No new process or system needed
 - Can apply to one side of the road so that it allows for some parking but limits narrowing of road. Continues to allow residents and guests some on-street parking that they would also have first option to before tourists arrive.

Option 3: Resident Parking Permits

A village wide resident parking permit was the preference for the HRRRA however there are concerns with such a system:

- **Have to appropriately communicate parking restrictions.**
 - One sign at the village would not be sufficient. Estimate one sign approximately every 50m. If not visitors will simply see a vehicle parked on the road and think that they can't park there.
 - We need to correctly educate visitors of any parking restrictions to enable a reasonable infringement regime. If not we will see an increase in appeals and court hearings (extra staff time and costs)
 - Residents in survey did not want extra signs.
- **Permits would need to be issued to vehicle licence plates.**
 - Takes away flexibility for guests, rentals and holiday homes.
 - If issued to the property we have a risk of permits being sold to day visitors (as pointed out in residents survey referencing some Grange Road residents advertise parking on their property for a daily fee).

Option 3: Resident Parking Permits

- Costs would need to be covered by permit holders.
 - Will be cost of setting up a permit system and installing signage as well as ongoing administration and compliance costs.
 - It will likely require an extra staff member in the compliance team to be enforced adequately.
- Other unintended consequences to consider that we haven't yet investigated:
 - Will a permit be for outside of your property only or will it allow residents to get preferential parking closer to the beach (pointed out in residents survey).
 - Will we unwillingly restrict spill over from small private carpark around the business center and subsequently impact the businesses.
 - How will the permit system apply to the grass berms.

Summary

- Staff support HRRRA's vision of the village having less cars and being more pedestrian friendly.
- Our data does not evidence traffic safety/inconsiderate parking issues but more towards an inconvenience due to traffic volumes.
- We believe the outcome is better achieved through current compliance tools available (broken yellow lines, timed parking, educational signage, promotion of the carparks).
- We have concerns with the compliance implications and cost of setting up a resident parking permit system for the benefit that it provides.

Questions?