

2.2 Deliberations - Parking Control Bylaw 2014 review (Hahei parking)

TO	Thames-Coromandel District Council
FROM	Scott Summerfield - Policy and Planning Manager
DATE	14 September 2018
SUBJECT	Deliberations - Parking Control Bylaw 2014 review (Hahei parking)

1 Purpose of Report

This report provides analysis of submissions received on the review of the Parking Control Bylaw 2014 as it relates to Hahei for Council deliberations.

2 Background

Council reviewed its Parking Control Bylaw in 2014, undertaking public consultation on a comprehensive list of various parking restrictions in settlements around the district. The Bylaw provides for Council to set new or amended minor parking restrictions by resolution where reasonable. Good practice for these minor changes is that Council staff will engage with those people and organisations most likely to be affected by these types of changes. More comprehensive new and amended parking restrictions require a review of the Bylaw and formal public consultation through a special consultative procedure, as well as the inclusion of new types of parking restrictions which are not provided for in the current Bylaw. The Land Transport Act 1998 (the Act) under which this Bylaw is made sets the requirements for consultation under section 22AD.

The purpose of the Parking Control Bylaw 2014 is to set requirements for the control of parking in respect of roads, public places and parking areas owned or controlled by the Council in order to:

- enhance road safety;
- manage traffic flows effectively;
- achieve an appropriate allocation of parking spaces between competing uses; and
- provide for the needs of special user groups.

The Hahei Resident and Ratepayers Association (HRRA), alongside the Mercury Bay Community Board, raised an issue regarding unrestricted visitor parking throughout the Hahei settlement. The issue is seen as particularly problematic over the peak holiday period and holiday weekends. Parking within residential streets has the effect of restricting traffic flow and it is the HRRA's view that is creating a safety issue for pedestrians. While Council already has some parking restrictions in Hahei, feedback from the HRRA was that further restrictions are required to limit where visitors to Hahei can park within the village area.

A Hahei Parking Plan was developed between HRRA and the District Manager - North. This was subsequently approved by the Mercury Bay Community Board. The Plan is a sequential set of proposals to slowly reduce the impact of visitor parking and congestion on Hahei residents and businesses. Action 4 in the Plan seeks the introduction of year round resident only parking on the streets of Hahei. The effect of this restriction would be to require non-residents to park in the designated parking areas only. Parking restrictions of this nature require an amendment to the Bylaw through the special consultative process.

At its meeting on 7 August 2018 Council determined to undertake public consultation on a the following proposal:

- to introduce resident only parking to residential streets in Hahei (including berms) from 1 October to 30 April each year, with one resident parking permit to be available per affected household, or;
- to introduce extensive no-stopping lines throughout Hahei (including on berms), either or entire streets or part of, which would prevent parking.

Consultation on the proposal ran from 10 August to 10 September and received a total of 319 submissions. Letters were sent to each Hahei ratepayer advising of the proposal, and advertising took place through local and district wide newspapers, on the radio channels, and in our social media and online channels. The proposal was also picked up by regional and national media including the Waikato Times, Bay of Plenty Times, New Zealand Herald, Newstalk ZB and the Breakfast Show.

A hearing of submitters will be held on the morning of 8 October in Whitianga. The Council meeting to deliberate on submissions will follow this hearing immediately after.

3 Issue

Council is required to deliberate on submissions received on proposed changes to parking restrictions in Hahei under the Parking Control Bylaw 2014. Any changes to the Bylaw will be brought to Council's 30 October 2018 meeting for adoption so as to be implemented in time for the 2018/19 peak summer period.

4 Discussion

319 submissions were received on Council's proposed changes to the Parking Control Bylaw 2014 in Hahei. Of these, 74 (23%) were supportive of the idea of resident only parking for Hahei, 18 (6%) were supportive of extended use of no-stopping lines in Hahei, 210 (66%) were opposed to both options within Council's proposal, and 17 submissions (5%) did not have a clear position on the proposal but did provide feedback on other options. In total, 101 (32%) of the submissions received provided other feedback on traffic and parking management for Hahei.

Resident only parking

Council's option for resident only parking was to introduce resident only parking to residential streets in Hahei (including berms) from 1 October to 30 April each year, with one resident parking permit to be available per affected household.

Of the 319 submissions received, 38 supported Council's proposed resident only parking option. A further 36 submissions supported the idea of resident only parking with stipulated amendments to the proposal. These included:

- The number of resident parking permits available. 6 submitters wanted more than one permit per property, 19 submitters wanted two permits per property, 3 submitters wanted three permits per property, 1 wanted more than three permits, and 3 submitters wanted 4 permits per property. 1 submitter also suggested that disability permits be available on application.
- Who was eligible for resident parking permits. 1 submitter wanted all TCDC ratepayers to be eligible for a permit, 3 submitters thought all Mercury Bay south ratepayers should be eligible, and 1 submitter wanted permits available to ratepayers in the wider Hahei area.
- Date and times the restrictions would apply. 1 submitter wanted to see the restrictions from 1 October to 30 April, 9am to 5pm. 2 submitters wanted to see only the two busiest summer months restricted (December and January), and 1 submitter wanted to see the restrictions apply from 1 December to 1 March.
- Where the restrictions would apply. 1 submitter thought all of Hahei should be covered by resident only parking, while 3 submitters thought this should apply to problem streets only.

No-stopping lines

Council's option for extending the no-stopping lines in Hahei was to introduce extensive no-stopping lines throughout Hahei (including on berms), either on entire streets or part of streets, which would prevent parking.

Of the 319 submissions received, 12 supported Council's option for extending no-stopping lines in Hahei, while 6 submissions supported no-stopping lines with amendments and/or qualifications. These included:

- Streets or parts of streets where the restrictions would apply. 4 submitters wanted to see no-stopping lines on one side of the street only, and 2 submitters wanted to see no-stopping lines only on problem streets.
- 1 submitter did not want berm parking prohibited.
- 1 submitter thought the restrictions should only apply over the peak summer period.

Opposed to both options

210 out of 319 submissions opposed both resident only parking and no-stopping restrictions being extended in Hahei. A wide range of reasons were given for this across the 210 submissions against the proposals, which included:

- Opposition to privatising public land for the benefit of private ratepayers.
- A perception that Hahei is a gated community or that Hahei is not welcoming to visitors.
- Inconvenience for visitors from out of Hahei, including family and friends in the wider district as well as across New Zealand.
- That the majority of vehicles parked on residential streets over the peak period are guests of Hahei ratepayers rather than international visitors or domestic day visitors.
- That the proposal was unfair on people in the wider Mercury Bay area, and the wider district, who would be unable to visit Hahei for free.
- The resident only parking proposal being unworkable given the limited number of permits available per property.
- That the restrictions (both in terms of cost and distance from the visitor car park) are unreasonable for families without permits wanting to visit the beach for the day.
- Restrictions on tradespeople, employees, and others working within Hahei being able to do so.
- A perception that the restrictions were an attempt by Council to gain revenue from visitors and residents.
- That the Council response was an over-reaction to a limited problem, or a non-existent problem.
- A perception that the proposals in effect removed free access to Hahei beach which was considered to be inconsistent with New Zealand values.
- That the proposals would negatively affect Hahei businesses.

The two proposals were opposed by the Hahei Residents and Ratepayers Association (with some qualifications as to why), and by the Hahei Business Association.

Other options/feedback

101 submissions included additional comments relevant to parking and traffic management in Hahei. These are summarised below:

- Some submitters were opposed to charging at either the visitor car park (14), beach front car park (3), or both (9).
- Some submitters supported charging at the visitor car park (1) or at the beachfront (3).
- 4 submitters want the village speed limit reduced to 30km/h
- 17 submitters want campervans restricted to parking at the visitor car park
- 11 submitters support the Lees Road car park being developed to alleviate pressure
- 11 submitters support the visitor car park extension

- Many submitters want more footpaths, either just to the beach from Pa Road (8) or generally in the village (9). 2 submitters opposed additional footpaths.
- 3 submitters wanted disability/parent parking at beach
- 4 submitters want angle parking on Hahei Beach Road
- 7 submitters want to see timed parking outside the shopping area
- 2 submitters wanted to see the Grange Road park expanded and 2 submitters wanted to see the car park at Grange Road available year round.

Recommendation

Staff advice remains that resident only parking is not an appropriate solution for Hahei and would be a disproportionate response. Extensive use of no-stopping lines is equally disproportionate to the nature and extent of the perceived problem. Given the strength of public opinion shown through the submissions process against both options, staff recommend that Council determine that neither proposed option is suitable and conclude the review of the Parking Control Bylaw 2014, making no changes.

Next steps

Submissions received debated the extent to which there is a parking problem in Hahei over the peak summer period that requires any kind of intervention. Without any reliable data on vehicle movements in the village or numbers of vehicles parked on residential streets/berms in the village, it is not clear what the most appropriate form of regulation of parking in Hahei should be. Infringement data from our compliance team shows that a small number of people are inconsiderately parked (over yellow lines, over driveway entrances etc) during this time. There are no records of traffic accidents and very few reports of near misses between vehicles and pedestrians. Staff propose to use the 2018/19 summer period to create a baseline of traffic movements and the scale and nature of parking in the Hahei village.

Feedback received was overwhelmingly positive about the temporary footpath along Hahei Beach Road from Pa Road to the beach over the 2017/18 summer. Staff propose to put this in place again, with approval to be sought from the Mercury Bay Community Board. Staff will also recommend to the Mercury Bay Community Board that temporary footpaths be trialled along Dawn Avenue and Harsant Avenue over the 2018/19 summer. These temporary footpaths are low cost and low maintenance, reduce the available area for parking on one side of the road and provide a safe accessway for pedestrians which would address many of the concerns raised through the submissions.

5 Suggested Resolution(s)

That the Thames-Coromandel District Council:

1. Receives the 'Deliberations - Parking Control Bylaw 2014 review (Hahei parking)' report, dated 14 September 2018.
2. Resolves that neither resident only parking or extended no-stopping lines in Hahei are an appropriate bylaw response to the perceived problem.
3. Concludes the review of the Parking Control Bylaw 2014 with no changes to the Bylaw.
4. Directs staff to continue to monitor the parking situation in Hahei, and to collect additional data which will inform a further review of traffic control or parking regulations.
5. Directs staff to seek approval from the Mercury Bay Community Board to implement additional temporary walkways in Hahei to be in place over the 2018/19 summer period (20 December to 28 February).