

2.1 PROPOSAL FOR EXTENSION OF PARKING RESTRICTIONS, THE ESPLANADE, TAIRUA



TO:	Tairua-Pāuanui Community Board
FROM:	Gayan Gunawardena, Roading Engineer
REPORT DATE:	11/05/2026
MEETING DATE:	08/06/2026
RECOMMENDED ACTIONS:	Decision

1 PURPOSE | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to evaluate options to extend parking restrictions by adding 'No Stopping' line markings along the Esplanade, from the Marina to the beach access near the public toilets in the sea side. A recommendation to Council is sought for the preferred option and associated signage and markings under the Parking Bylaw.

2 EXECUTIVE SUMMARY | WHAKARĀPOPOTOTANGA

This report addresses a resident's concern regarding roadside parking along the Esplanade adjacent to a narrow section with a sharp curve just beyond the T-intersection near the Marina, an area experiencing increased activity during the summer months.

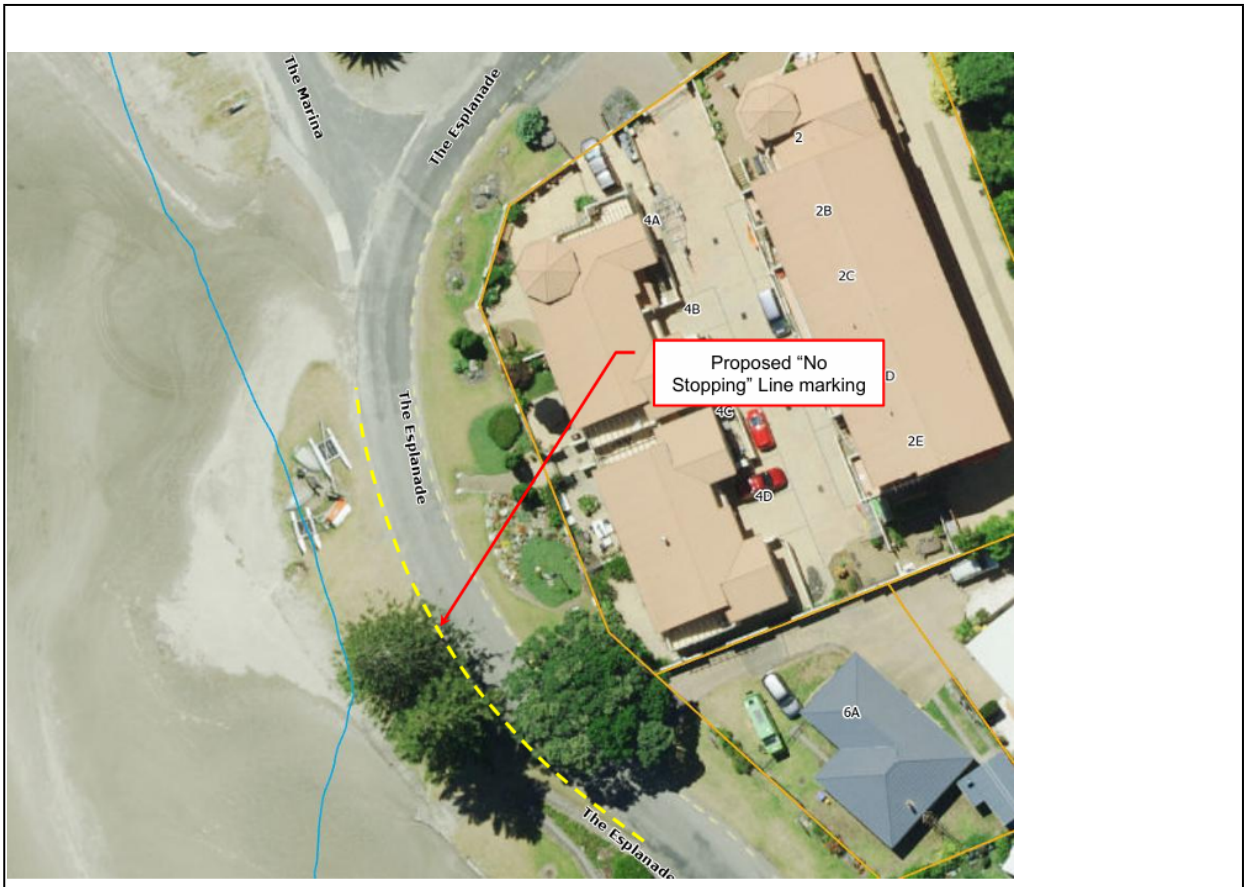
The Council's roading team has reviewed the request alongside the existing road geometry and surrounding land use, and proposes extending the parking restrictions to improve sightlines, enhance road user safety, and facilitate smoother traffic flow. These measures will help minimize obstructions during peak periods, reduce potential hazards, and promote safer, more efficient use of the roadway for all users.

3 RECOMMENDATIONS | TE WHAIKUPU

That the Tairua-Pāuanui Community Board:

1. Receives the 'Proposal for Extension of Parking Restrictions, The Esplanade, Tairua' report dated 11 May 2026.
2. Recommends to Council the implementation of parking restrictions using 'No Stopping' line markings along the Esplanade, from the Marina to the beach access near the public toilets, in accordance with the Land Transport Rule, in the [Traffic Control Devices Manual](#) published by Waka Kotahi NZ Transport Agency (NZTA).
3. Recommends to Council that add parking restrictions, under clause 13g(1) of the Parking Bylaw/Ture ā-Roh e Tūnga Waka, to the following places:

Settlement	Road Name	GPS co-ordinates (GPS co-ordinates are measured from the nearest kerb. Offset distance varies)	
		GPS Start	
Tairua	The Esplanade	-37.202068, 175.865611	-37.202165, 175.865523



4. Recommends to Council to request staff to arrange for the installation of the signage and marking as soon as possible, subject to meeting the requirements of Council's Parking Bylaw.

4 BACKGROUND | TUARONGO

Thames-Coromandel District Council has received ongoing concerns regarding on-street parking along a constrained section of The Esplanade, including the sharp corner (Radius-35m, which is far below the minimum radius requirement 90m), where the effective carriageway width is about 4.0-4.5m. Parking within this section reduces the available running width below that required for two-way traffic operation, resulting in vehicle conflicts, increased manoeuvring, and localised congestion, particularly at the corner where swept path requirements are more critical. This is further exacerbated during peak demand periods such as summer holidays.

Parked vehicles in this location also impede access to adjacent properties by restricting available turning space and encroaching on driveway sightlines.

In addition, the presence of parked vehicles adversely affects sight distance for vehicles approaching the Marina intersection through the sharp corner, limiting visibility of conflicting movements and increasing the likelihood of crash risk.

The proposed bylaw resolution seeks to formalise parking restrictions within this narrow and winding section to remove on-street parking, thereby restoring effective carriageway width, improving traffic flow efficiency, maintaining safe property access, and enhancing overall network safety.

5 OPTIONS AND ASSESSMENT | KŌWHIRINGA ME NGĀ AROMATAWAI

Staff have identified the following reasonably practicable options for the Tairua-Pāuanui Community Board to consider:

Option 1 – Parking Restriction with ‘No Stopping’ Line Markings

Summary of option:

Reduce safety risk by improving sight lines and access to the adjoining driveway, while not restricting parking on the beachside berm.

Advantages:

- Improves sightline at the sharp corner reduces the risk of head-on conflicts.
- Enhances traffic flow and reduces congestion by preventing unsafe parking blockages.
- Improves safe maneuvering for vehicles entering and exiting the adjacent driveway.
- Encourages use of safer parking areas, including available berm parking for beach users.

Disadvantages:

- Potential increase in informal or non compliant parking on nearby streets.
- Increased walking distance from alternative parking areas to the beach access.
- Installation cost around \$500.
- Enforcement and monitoring could require additional resources.

Option 2 – Parking Restriction with ‘No Stopping’ Line Markings and ‘No Stopping’ Sign

Summary of option:

Reduce safety risk by improving sight lines and access to the adjoining driveway. Visitors are not allowed to park on the beachside berm and need to find parking bit away along the Marina Rd.

Advantages:

- Improves sightline at the sharp corner reduces the risk of head-on conflicts.
- Enhances traffic flow and reduces congestion by preventing unsafe parking blockages.
- Improves safe maneuvering for vehicles entering and exiting the adjacent driveway.
- Prevents unsafe parking on the berm, keeping pedestrian and beach access clear and safe.
- Undisturbed sea view

Disadvantages:

- Reduced parking convenience for beach visitors, particularly for short stays and peak periods.
- Potential increase in informal or non compliant parking on nearby streets.
- Increased walking distance from alternative parking areas to the beach access.
- Reduced informal traffic calming effect from parked vehicles, leading to slightly higher operating speeds.
- Installation cost around \$2,000.
- Enforcement of time limits requires resources and monitoring.

Option 3 - Status Quo

Summary of option:

This parking behaviour obstructs sightlines, increases head-on collision risk, and create difficulties vehicles entering and exiting the adjacent driveway.

Advantages:

Disadvantages:

• No impact on nearby businesses. • Easy access to the beach • No extra costs or changes needed.	• Restricts two-way traffic flow, causing congestion and delays. • Increases collision risk near the sharp corner and T-intersection due to poor visibility. • Obstructs sight lines and creates unsafe, difficult access to the adjoining driveway. • Limits passage for larger vehicles, including emergency and service vehicles.
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6 FINANCIAL CONSIDERATIONS | HE PŪTEA WHAIWHAKĀRO

The financial impacts of this decision can be met within existing budgets, as per the estimated budgets in the options assessment.

7 SIGNIFICANCE AND ENGAGEMENT | TE HIRANGA ME TE WHAKAPĀPĀ

Staff have determined no community engagement is needed before this decision is made. The appropriate type of engagement is to inform the public of the decision after it is made, which will be undertaken through the Council's weekly updates and/or social media channels.

8 CONSISTENCY WITH EXISTING POLICIES AND PLANS | TE ŌRITENGA KI NGĀ KAUPAPA HERE ME NGĀ WHAKARITERITENGA

The decision is not significantly inconsistent with any policy adopted by the Council, or any plan the Council is required to have under Local Government Act 2002 or any other enactment.

9 PREFERRED OPTION | TE KŌWHIRINGA MATUA

Staff recommend Option 1 - Introduce parking restriction with 'No Stopping' line marking only, supported by enforcement.

Next Steps

Subject to consideration of the options, the proposed parking restriction, limited to 'No Stopping' line marking for approximately 50m from the Marina Road intersection along the seaside of the Esplanade, Tairua, could be implemented as soon as practicable.

ATTACHMENTS

1. Attachment A - Proposed 'No Stopping' line marking arrangement for the Esplanade, Tairua





