

11. KILMARNOCK STREET – ROADMARKING UPGRADING

Officer responsible City Streets Manager	Author Brent Ferigo, DDI 371 1925
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The purpose of this report is to inform Councillors of the proposed improvements (plan attached) to the road markings in the approaches to the rail crossing and curbed section of Kilmarnock Street and to seek approval for their implementation.

BACKGROUND

Kilmarnock Street is a busy minor arterial carrying 14,000 vehicles per day. It is also one of the oldest established cycle routes and carries some of the highest numbers of cyclists registered in the city's counting programme. The width of the street – kerb to kerb is 13.6 m.

CURRENT SITUATION

The traffic on Kilmarnock Street has increased steadily (it has almost doubled in the last 15 years) and its movement patterns have included a number of changes. In addition to the increased volume there is a significant and increasing demand by tour coaches to gain access to and from Mona Vale via Mona Vale Avenue and Kilmarnock Street.

PROPOSAL

The proposed markings will separate the opposing traffic flows and create a more predictable and gentler tracking pattern through the bends. The flush median will also provide for turning manoeuvres by separating them from the main traffic flows at the intersections.

A new "Give Way" control is being provided at the tee intersection of Matai Street West.

The existing cycle lanes are being upgraded which includes increasing their width from 1 m to 1.5 m and providing cycle markings at high conflict areas.

The new markings will require some on street parking to be removed from Kilmarnock Street as follows:

- approximately six parking spaces outside property Nos 20 and 22
- approximately 4 spaces outside property No 23 Matai Street West on Kilmarnock Street
- one space outside property No 33.

PUBLIC CONSULTATION

Property owners and occupiers in the immediate area have had letters and been visited. Three objections have been received.

The owner of 22 Kilmarnock Street is opposed to losing on street parking. The occupier at 23 Kilmarnock Street is opposed to losing on street parking (across the road from his residence) as he expects this will cause others to park in front of his property.

The owners of 23 Matai Street West support all but one of the proposed changes, they strongly oppose the loss of on street parking directly outside their property. They are concerned that the tenants require more parking than is available on site and this would cause the tenants to have to park some distance away.

To achieve the upgrading on Kilmarnock Street and gain the desired results, it has unfortunately been necessary to remove the on street parking shown on the plan. It is acknowledged that this may inconvenience several residents to some degree.

The property at 22 Kilmarnock Street is on a corner section and had access to on-street parking along Mona Vale Avenue as well as Kilmarnock Street.

The property at 23 Matai Street West is also on a corner section and has on-street parking directly in front of the property.

Observations from City Streets staff is that generally on-street parking along Kilmarnock Street is light and in the immediate area concerned light to moderate.

CONCLUSION

The plan presented will achieve a safer and more effective traffic environment for all road users with only minimal loss of on-street parking on what is an increasingly busy minor arterial road. The road marking upgrades are needed to reflect the existing and expected changing traffic patterns and volumes.

It is the City Streets Unit's view that this proposal achieves an appropriate balance between the competing demands for road space. The proposal improves the roads function and safety for all users while minimising the effects on on-street parking.

- Recommendation:**
1. That the proposal to upgrade the road marking on Kilmarnock Street generally in accordance with the attached plan be approved.
 2. That a no parking restriction be created on the northern side of Kilmarnock Street commencing at the intersection of Mona Vale Avenue and extending in an easterly direction for a distance of 40 m.
 3. That a no parking restriction be created on the northern side of Kilmarnock Street commencing at the intersection of Matai Street west and extending in a westerly direction for a distance of 28 m.
 4. That the 13 metre van parking zone provided for CCS on Kilmarnock Street be shifted 8 metres in a westerly direction and that a no parking restriction be created in the 8 metre length on the eastern side of the van parking zone.
 5. That a "Give Way" control be placed against Matai Street West at its intersection with Kilmarnock Street.

Chairman's

Recommendation: That the above recommendation be adopted.