

15. KIPLING STREET - KERB AND CHANNEL RENEWAL

Officer responsible City Streets Manager	Author Lee Kelly, Roading Projects Consultation Leader, DDI 941-8355
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The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction of the proposed kerb and channel renewal project for Kipling Street.

BACKGROUND

On 27 August 2003 staff from the City Streets Unit, Urban Renewal Team, City Solutions, Parks & Waterways and City Care presented a seminar to the Board on the up-coming capital works projects in the Addington Area.

The aim of the seminar was to brief Board members on these projects and gain support for an overall plan for Addington so that the various capital works projects from each unit could be identified and implemented in a cohesive and co-operative way.

The City Street Unit has a number of road reconstruction projects scheduled in the Addington area over the next five years and a budget of close to \$3,000,000 to spend. The budgets available are to upgrade the Council carriageway asset, to improve the safety of all road users; and, at the same time, improve the aesthetics of the reconstructed streets.

The Board may recall staff at the seminar outlining some options for the kerb and channel renewal of Kipling Street. These options were the result of some initial consultation, from which 14 written submissions were received from the Kipling Street residents in January/February 2003, along with the integration of the Council's aims and objectives for the street.

From these options a recommended plan for Kipling Street has been developed and it is this plan that approval to proceed to final design and construction is sought.

RECOMMENDED OPTION

It is proposed to reconstruct the Kipling Street carriageway to 9 metres wide with street trees along the length of the street, on both sides, planted within wide grass berms.

Landscaped kerb build-outs will be installed at the Kipling Street/Ruskin Street intersection.

It is proposed to install a cul-de-sac turning 'head' just north of the Brougham Street intersection. Vehicle access into Kipling Street from Brougham Street will be via a one-way lane, complementing the one-way slip lane out of Barrie Street.

A landscaped area between the turning head of the cul-de-sac and Brougham Street will contain informal tree planting, grass and landscaped areas along with a four-bay parking area.

On-street parking is maintained along both sides of Kipling Street, together with an additional four-bay parking area adjacent to the Brougham Street expressway.

Traffic will be slowed with the narrowing of the carriageway, the planting of street trees and the proposed alterations to the Kipling Street/Brougham Street intersection.

CONSULTATION

An initial consultation letter was delivered to residents of Kipling Street early in 2003. The letter outlined the proposed kerb and channel work and sought residents input on what they would like to see in their reconstructed street. The input from residents, together with the Council's aims and objectives for the project, were then incorporated into a publicity plan. This plan was delivered to residents and the wider community in October 2003. Feedback on the publicity plan for Kipling Street has been positive. Six written submissions have been received. Residents are looking forward to the proposed civil engineering work and are enthusiastic about the upgrade and the benefits it will bring. Residents have been informed that further consultation will take place over the quotes and the art work to be installed in Kipling Street.

RECOMMENDED LANDSCAPING

A mix of shrubs, grasses and lilies, together with a range of both native and exotic trees.

PROJECT BUDGET

The budget for Kipling Street is \$304,918.

Staff

Recommendation: That the Board approve the Kipling Street kerb and channel renewal project for final design, tender and construction.

Chairperson's

Recommendation: That the staff recommendation be supported. The Board has already been informed of this proposal as part of the Addington Cluster.