

## Next Steps...

- Construction completed  
October 2020
- End of project  
December 2020

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# Kingston SE Main Streets Stimulus Project - Update

Issue 5 - September 2020

Welcome to Issue 5 of the Kingston SE Main Streets Stimulus Project Update!

Since our previous update (Issue 4), we have started to see the Main Streets Stimulus Project take shape and show what we can expect to see delivered as we progress toward practical completion.

The last couple of months have been busy (and challenging) with the final completion of the Gough Street intersection (plantings complete, traffic signage and bollards installed) and some major changes at the Charles Street intersection. The intersection at Charles Street will be finalised within the coming week and will include paved corner intersections (including extension area in readiness for the 'Augmented Reality Artwork'), stormwater pit connection, paved protuberance at Crown Inn, garden protuberances planted, new spoon drains on Charles Street and of course, safer and more accessible pedestrian ramps (our favourite!).

Once the two major Agnes Street intersections (Gough Street, Charles Street) are completed, there will be some works on the two minor Agnes Street intersections (Strickland Street, Cameron Street) to provide improved pedestrian access and minor streetscape improvements. To compliment construction works, there will be additional street trees installed in the existing paved footpaths on Agnes Street to ensure our Main Streets are 'greener, safer and more accessible'!

Photos below: Planting in progress and finished protuberances at Agnes Street intersections. Planting palette for protuberances feature low lying coastal varieties including, Coast Flax Lily, Hop Goodenia, Coastal Tussock Grass, Mat Rush, Common Tussock Grass and White Fan Flower. The trees are Manchurian Pear trees to match with existing street trees.



Greener, safer, more accessible

# James Street Intersection

Construction at the James Street intersection is well and truly underway and will be completed by the end of September. The SE Excavations team have been busy with new kerbing, protuberances, bollard installation and preparing for new pedestrian ramps / additional paving. There has been some minor amendments to pedestrian ramp levels and changes to driveway access to retain existing shop front carparking where possible. We are trying our best to work with businesses and the community to ensure intersections still support our community, whilst aligning with the intent of the project.

Over the next week or so, the protuberances will be complete, garden beds prepared for plantings, street trees and plantings installed, traffic signage reinstated and pedestrian ramps finalised.

**And what about the roundabout?** The roundabout is the key to linking our 3 main streets and require extra attention. Given that the roundabout will need to be closed to traffic for approximately 2 weeks to be reconstructed and paved, this section has been scheduled to be completed as the final stage of construction. We will provide further information on any road closures via Facebook, website and Issue 6 of the Main Street Update.

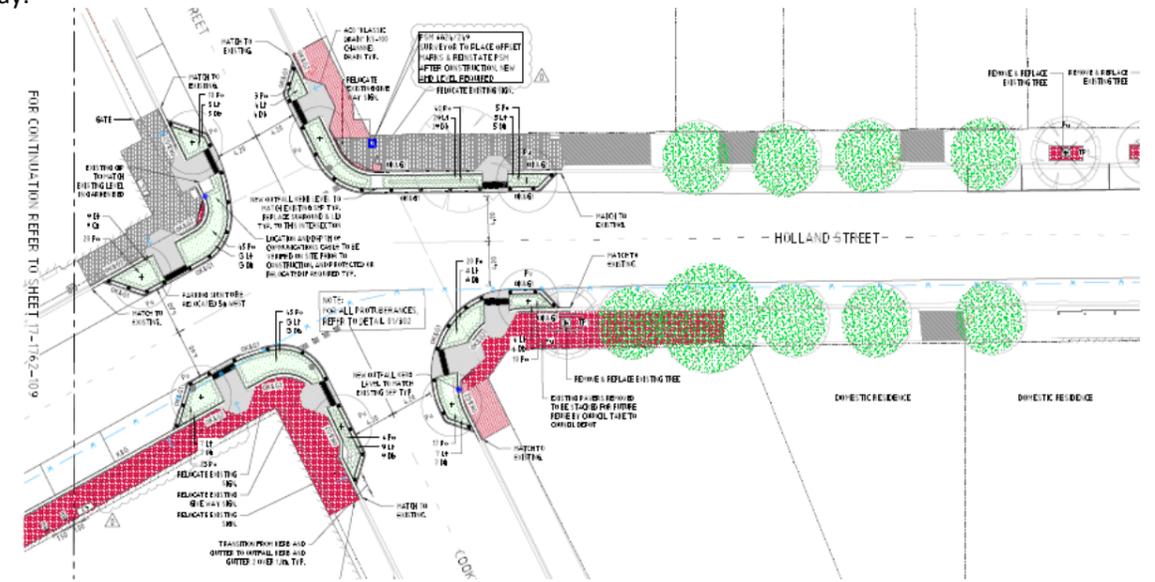


# What to expect next...

With works at the James Street intersection progressing nicely, the crew will shortly move to our next intersection at Hanson/Holland/Cooke Street. This is another 'major' intersection, with various works to be undertaken including:

- Garden beds and plantings on all corners;
- Paved corner connections;
- Designated footpath access ramps;
- Replacement of existing concrete footpath with paving;
- Replacement of 'struggling' street trees.

The introduction of protuberances at this location will make this tricky intersection a little safer by helping with sight distances, given the existing road alignment and angles. Please make sure you take extra care whilst construction is underway.



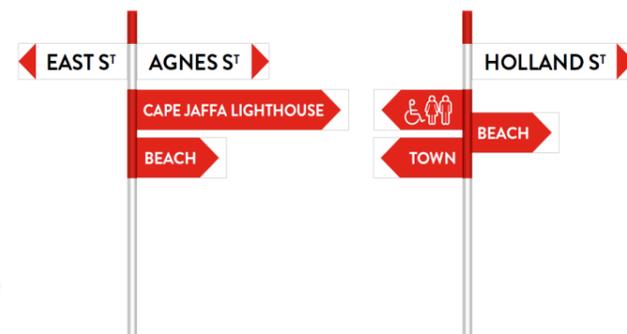
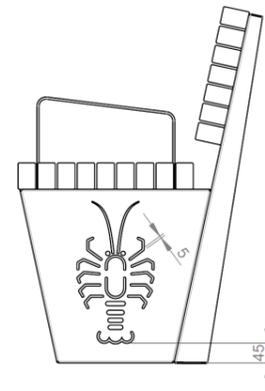
# Street Furniture & Signage

As per previous updates, Council introduced a Signage Policy which supports the use of the township branding with any new or replacement signage.

Pictured (below right), are examples of what we might expect of the updated street signage, which will be slightly different to the rest of the township and will feature our branding.

As well as the signage, street furniture will also have a facelift and feature symbols that associate with Kingston (examples below). Both the new bin enclosures and seats will incorporate these symbols (example seat design, above right). Our new street furniture also features Enviroslat Battens, a recycled composite, to encourage use of sustainable materials and reduced ongoing maintenance costs.

Sometimes the devil is in the detail - we can't wait to welcome these little sea creatures as part of our Main Streets!



# Frequently Asked Questions

## Will there still be lots of places to park?

Definitely! It's illegal to park within 10m of an intersection, so the new protuberances aren't removing any legal parking spaces. These protuberances will help with sight distance at intersections, as cars will have to ensure they are adhering to the road parking rules.

## Are we paying for this project?

Council was fortunate to receive grant funding from both the South Australian and Australian government for this project. We were granted \$668,500 through Building Better Regions, \$334,500 through People for Places and \$334,500 through the Regional Growth fund - a total of \$1,337,000 in grant funding! Council's contribution was the inclusion of the upgrade of the stormwater system, which we have already seen the benefits of!

## How were the trees and plantings installed?

The protuberances were planted using SE Excavations 'hydro vac' (pictured on front page). This handy little machine utilises water to create the perfect sized space for the plants and some extra rich soil to help them establish. Use of the hydro vac also ensures that no damage is done to the surrounds, or any surprise service clashes.

## Why are the footpath access ramps all slightly different?

Whilst all ramps have been designed and constructed to comply with Australian Standards (as a % gradient), the finished levels were heavily dependent on existing road and footpath levels, as well as stormwater drainage. Just one of the challenges of trying to work in with existing infrastructure – Stephen and his team are pros at problem solving!