

AUGUST 2026



Community Engagement Report

AUGUSTA ROAD - BETTER STREETS



City of HOBART



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1.Executive Summary

City of Hobart Engagement Report



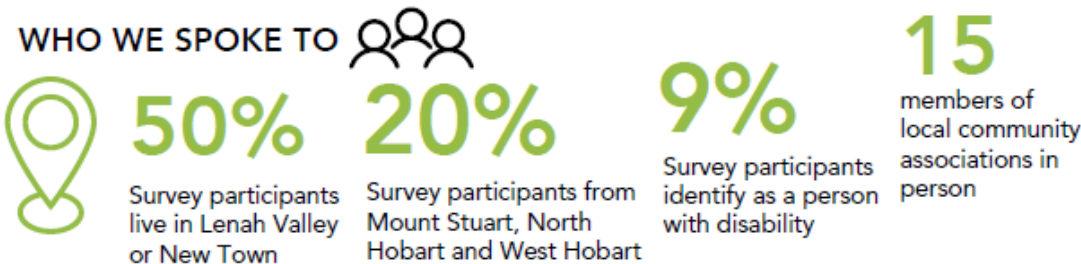
AUGUSTA ROAD - BETTER STREETS

HOW WE ENGAGED

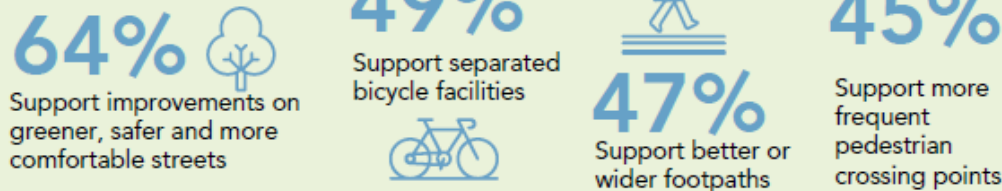
We ran engagement over five weeks, from 1 May to 7 June 2026. Including an online survey, reference group discussions, information sessions, drop-in session, one:one meetings, workshops and written submissions.



WHO WE SPOKE TO

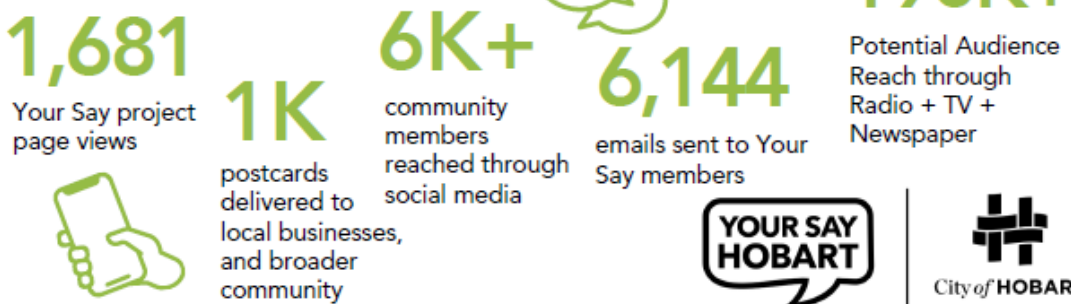


WHAT WE HEARD*



*based on survey responses

ENGAGEMENT METHODS



City of Hobart Engagement Report

AUGUSTA ROAD - BETTER STREETS



KEY THEMES

The following **8 key themes** were identified from feedback received through the online survey, in-person engagement, workshops with young people, discussions with UTAS students, written submissions and email feedback on what makes Better Streets.



1) SAFER WALKING AND CROSSING

- Improve pedestrian safety, footpaths and crossing points.
- Create safer and more accessible routes for people of all ages and abilities.



2) BETTER PUBLIC TRANSPORT

- Improve bus services, shelters and bus stop accessibility.
- Better integrate public transport with walking and cycling networks.



3) IMPROVED CYCLING AND ACTIVE TRANSPORT

- Provide safer cycling connections and infrastructure.
- Support walking, wheeling and riding as everyday travel options.



4) MORE GREENING AND SHADE

- Increase street trees, landscaping and greening opportunities.
- Create a more attractive, comfortable and sustainable streetscape.



5) BALANCED ACCESS AND PARKING

- Balance transport improvements with the need for parking and access.
- Consider the needs of residents, businesses, visitors, hospital users and people with accessibility requirements.



6) SAFER AND CALMING STREETS

- Support lower vehicle speeds and traffic-calming measures.
- Improve safety, particularly around key intersections.



7) ACCESS TO IMPORTANT DESTINATIONS

- Maintain and improve access to Calvary Hospital, schools, local businesses, shops and community facilities.



8) ENHANCED COMMUNITY AMENITIES

- Add features such as seating, bins, drinking fountains, shelters and wayfinding signage to improve the experience of using the corridor.

Augusta Road - Better Streets

QUOTES FROM THE COMMUNITY



"...That my daughter can safely ride to school from West Hobart to The Friends School. Right now I will not let her ride as I do not think it is safe." - **Online survey participant**

"The Elizabeth st re development from federal st- will be terrific- well overdue!! " - **Access Advisory Committee member**

"Hobart urgently needs more trees and expanded bike lanes—greater canopy cover is essential to cool the city." - **Online survey participant**

"The intersection of Augusta Road and Elizabeth Street feels stressful and not as safe as it could be." - **Online survey participant**

"Improving the quality of the experience with green space resonates with me." - **UTAS student**



"Need better bus shelters southbound near Friends." - **Online survey participant**

"I would like them to become places to be, not just speed through." - **Online survey participant**

"Safe places for students to cross to The Friends School." - **Online survey participant**

"To be able to travel safely and comfortably regardless of age." - **Online survey participant**

"More seating areas in more lush places + more lush places." - **Youth Arc participant**

"Make the area around Calvary Hospital a 40km zone, just like school is." - **Community member**

"Not many bus services in some places specially on weekend." - **Youth Arc participant**

"Better + Safer bus stops would be better for me." - **UTAS student**



1.1 What we did

The first round of engagement for the Augusta Road Better Streets Project focused on informing the community and stakeholders about the project and gathering feedback to help shape a future concept design. Engagement explored community experiences, priorities and aspirations to improve accessibility for all street users.

Engagement was undertaken over a five-week period from 1 May to 7 June 2026 and included online engagement and in-person engagement opportunities to reach a broad range of community members and stakeholders including online survey, reference groups, information sessions, drop-in session, youth engagement workshop, one-one stakeholder meetings and written submissions.

1.2 What we heard

Feedback received from several engagement methods identified consistent themes. Participants generally supported improvements that make the corridor safer, greener, more accessible and better connected for all users. The key themes mentioned included:

1. **Safer and more accessible streets** for pedestrians, including improved footpaths, crossings and connectivity.
2. **Better public transport**, including improved bus services, stops and shelters.
3. **Improved cycling infrastructure** and safer active transport connections.
4. **More street trees and greening** to create an attractive and comfortable streetscape.
5. **Access and parking considerations**, particularly for residents, businesses, hospital users and people with accessibility needs.
6. **Safer traffic conditions**, including lower vehicle speeds and traffic calming measures.
7. **Improvements at key intersections** to address safety and traffic movement concerns.
8. **Better access to key destinations**, including Calvary Hospital, schools, shops and community facilities.
9. **Enhanced community amenity**, such as seating, shelters, bins, lighting, drinking fountains and wayfinding.
10. **A balanced approach** that supports walking, cycling and public transport while maintaining practical access, parking and traffic needs.

1.3 Next steps

Feedback from Stage 1 engagement will be used to develop a concept design for the Augusta Road Better Streets Project. The concept design will be presented to Council before being shared with the community and stakeholders during Stage 2 engagement. This next phase will provide further opportunities for feedback, helping refine and finalise a plan for future improvements along the corridor. This Engagement Report will also be shared with project followers and participants to close the loop and keep the community informed as the project progresses.

2. Project overview

2.1. What we are doing

The Augusta Road Better Streets project aims to identify opportunities for future improvements along Augusta Road, upper Elizabeth Street and surrounds. Through community engagement, the project is helping shape a plan that supports Council's strategic objectives and responds to the needs and aspirations of the local community. The reasons for working on this project include:

- Community input to past plans and strategies has endorsed undertaking this project
- Improve streetscape amenities
- Support a mix of transport choices
- Enhance safety and accessibility
- Improve the vibrancy and livability of suburban areas

2.2. Strategic alignment

The Augusta Road Better Streets project is aligned with the following internal and external strategic plans:

- Hobart: A community vision for our island
- Lenah Valley and New Town Retail Precinct upgrades
- Northern Suburbs Local Area Mobility Plan
- Hobart Transport Strategy
- Great Hobart Cycling Plan (AAA)
- North Hobart Neighbourhood Plan
- Hobart: Street Tree Strategy
- Hobart: A City for All – Action Plan 2026-29
- City Economy Strategy 2023-2028
- 2040 Climate Ready Hobart Strategy
- Southern Tasmanian Regional Land Use Strategy
- Tasmanian Planning Policies – Nov 2025
- Keeping Hobart Moving
- Tasmanian Walking and Cycling for Active Transport
- Tasmanian Urban Passenger Transport Framework 2010
- 20 Year Preventive Health Strategy Exposure Draft

3. Engagement overview

3.1 Engagement goals

Following the IAP2 Spectrum, the engagement goals were to:

- Inform the community and stakeholders about the purpose, scope and strategic context of the project, including its role as an action of the City of Hobart Transport Strategy.
- Share the story of previous improvements in the New Town and Lenah Valley area and the City's future aspirations for the project scope area.
- Consult with the community and stakeholders about their experiences, attitudes and priorities relating to walking, cycling, public transport, street greening and parking within the project area.
- Gather local knowledge, insights and feedback from the community and key stakeholders to help inform the development of a concept design.
- Establish a foundation for ongoing engagement by ensuring community feedback informs the next stage of project planning and future consultation.

3.2 Who we engaged + number of participants + engagement reach

To understand how the community experiences and values the project area and to gather ideas for its future improvement, the City engaged with a diverse range of community members, stakeholders and interest groups:

- Local Community groups / Associations
- Key stakeholders
- Local businesses
- People with accessibility needs
- Young people (aged 12-25 years old)
- Broader Community

3.3 Engagement methods

Method	Date(s)		Type of engagement	Description	Volume of participants
The Hobart Workshop Committee	19-Jan-2026		in-person	Transport Team presented to an Elected Member Workshop briefing councilors on the project objectives, proposed approach, and upcoming community engagement activities, and to gather their feedback and insights ahead of future project development.	9 Elected members engaged
Targeted City of Hobart reference group workshops	6-May-2026	Access Advisory Committee	in-person and online	Transport project manager or Community Engagement (CE) lead presented the project to the attendees and answered any question the group had. Feedback was encouraged to be sent via the online survey or via email.	79 reference group participants engaged
	20-May-2026	Council of Hobart Community Associations	in-person		
	3-Jun-2026	Network for Harmony	in-person and online		
	4-Jun-2026	Youth Action Priority	in-person		
	9-Jun-2026	City Transport Committee	in-person and online		
Information Session	13-May-2026	Online information session	online	Transport project manager presented the project to the attendees and answered questions in the end. Feedback was encouraged to be sent via the online survey or via email.	9 community members engaged
	25-May-2026	New Town Community Association	in person		10 NTCA members engaged
	26-May-2026	Lenah Valley Community Association			5 LVCA members engaged
Drop-in session	23-May-2026	At St James Hall inviting all community	in person	Community members were invited to chat with the Transport team at St James Hall to	23 community members engaged

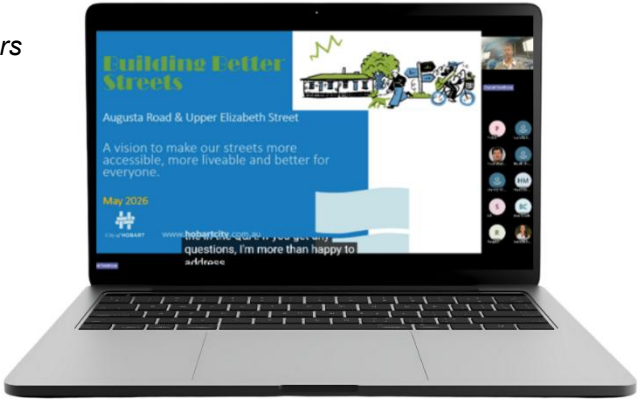
		members to attend.		learn about the project and share their insights.	
One-one meeting	25-Nov-2025	Calvary Health Care	In person	Early project notification provided to Calvary Lenah Valley Hospital prior to the commencement of community engagement.	2 executive staff engaged
	5-Feb-2026		In person	Following on the November meeting, this provided the executive Calvary officer and City of Hobart strategic planning staff to opportunity to discuss Calvary's current work looking into future operational models for their various medical campuses in Southern Tasmania.	1 executive staff engaged
	23-Jul-2025	Public Transport (Metro and State Growth	On-line (teams meeting)		7 staff engaged
	15-Jan-2026	The Friends School	In person	Transport team met with the head of The Friends School community engagement to share background and intent of the project, including consultation method.	one staff engaged
One-one meeting	3-Jun-2026		in person	Transport lead and CE lead met with The Friends School staff to hear and see their concerns, mainly related to the students school	2 staff engaged

				access within the project scope.	
Mailout	30-Apr-2026		mail	Letters sent out to all businesses and properties located in the scope area of the project to inform about the project and its engagement.	156 business owners and property owners received the letter
Door knocking	4-May 2026		In person	Visit to all businesses located within the project scope to promote the engagement to customers and staff through provided collateral material	15 local businesses approached, within the project scope
Workshops targeting young people	3-Jun-2026	Youth Advisory Squad (YAS)	in person	Two different sessions tailored to engage with young people and see their perspectives to improve street accessibility for all.	4 YAS members engaged and other participants from YouthArc
	10-Jul-2026	UTAS students			8 students engaged
Online survey	1 May – 7 June 2026	Your Say Page	Digital	A digital questionnaire that people could complete online at a time that suited them.	160 survey responses
Your Say page	1 May – 7 June 2026	Your Say Page	Digital	A digital platform (webpage) where community members can read project information, receive updates, and learn about engagement opportunities.	1,681 page views 1,000 unique visitors 102-page followers
Written submission	1 May – 7 June 2026		Digital	Open submissions allowing people to provide more detailed feedback in their own words.	4 written submissions from key groups and stakeholders

				Reference groups and key stakeholders were given the opportunity to submit longer responses either through Your Say Hobart or by email.	and 6 feedback submissions by broader community
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A range of information sessions helped community members learn more about the project and engagement process. Images show a presentation to members of the New Town Community Association (top left), a public drop-in session for the broader community (top right and bottom left), and an online information session ----->



4. Communications strategy

4.1 Communication goals

The communication goals for this stage of engagement were to:

- Raise awareness of the Augusta Road Better Streets project and its vision to create safer, more accessible and more livable streets over time.
- Build community understanding of the project's purpose, scope and strategic context.
- Provide transparent and accessible information about previous planning, investigations and decision-making relevant to the project area.
- Promote opportunities for community participation and encourage stakeholders to contribute their views, experiences and local knowledge.
- Support informed participation by ensuring the community has the information needed to provide meaningful feedback.
- Communicate the importance of community input in identifying local priorities, concerns and opportunities.
- Reinforce how feedback gathered during this engagement will help inform future planning and concept development for street improvements within the project area.

4.2 Communication summary

Communication channel	Reach	Engagement
Facebook event - created on 11 May	--	34 people responded to the event
Facebook event – created on 12 May	--	16 people responded to the event
Organic Facebook - 18 May	3.600 reach and 31 clicks	20 reactions and 9 comments
Paid social post to promote the online Info session	200 reaches	10 reactions and 6 comments
Paid social post to promote the Drop-in session	300 reaches	3 reactions and no comments
Instagram reel published on 19 May	2100 views	59 reactions and 2 comments
Channel Seven– 1 May 2026	TV audience	19,837 potential audience
Win News Hobart – 1 May 2026	TV audience	6,359 potential audience
Win News Launceston – 1 May 2026	TV audience	6,135 potential audience

The Mercury – 2 May 2026	Newspaper	53,000 potential audience
Triple M Hobart 107.3 – 5 May 2026	Radio	55,300 potential audience
Business door knocking - 4 May 2026	Spoke with 15 businesses along the corridor	Shared 13 posters and 500 postcards
Information session record	127 views	2 reactions
Targeted Your Say Emails (EDM)	520 recipients	56 clicks (11%)
Your Say Newsletter	5,624 community members	258 clicks (5%)
Your Say Webpage	1,681 views	68 contributors/ followers
Postcards	1000 copies printed	Delivered to local businesses, community associations and broader community.
Posters	25 copies printed	Delivered to local businesses and community associations.
Email to local schools	6 schools	No direct response from other schools



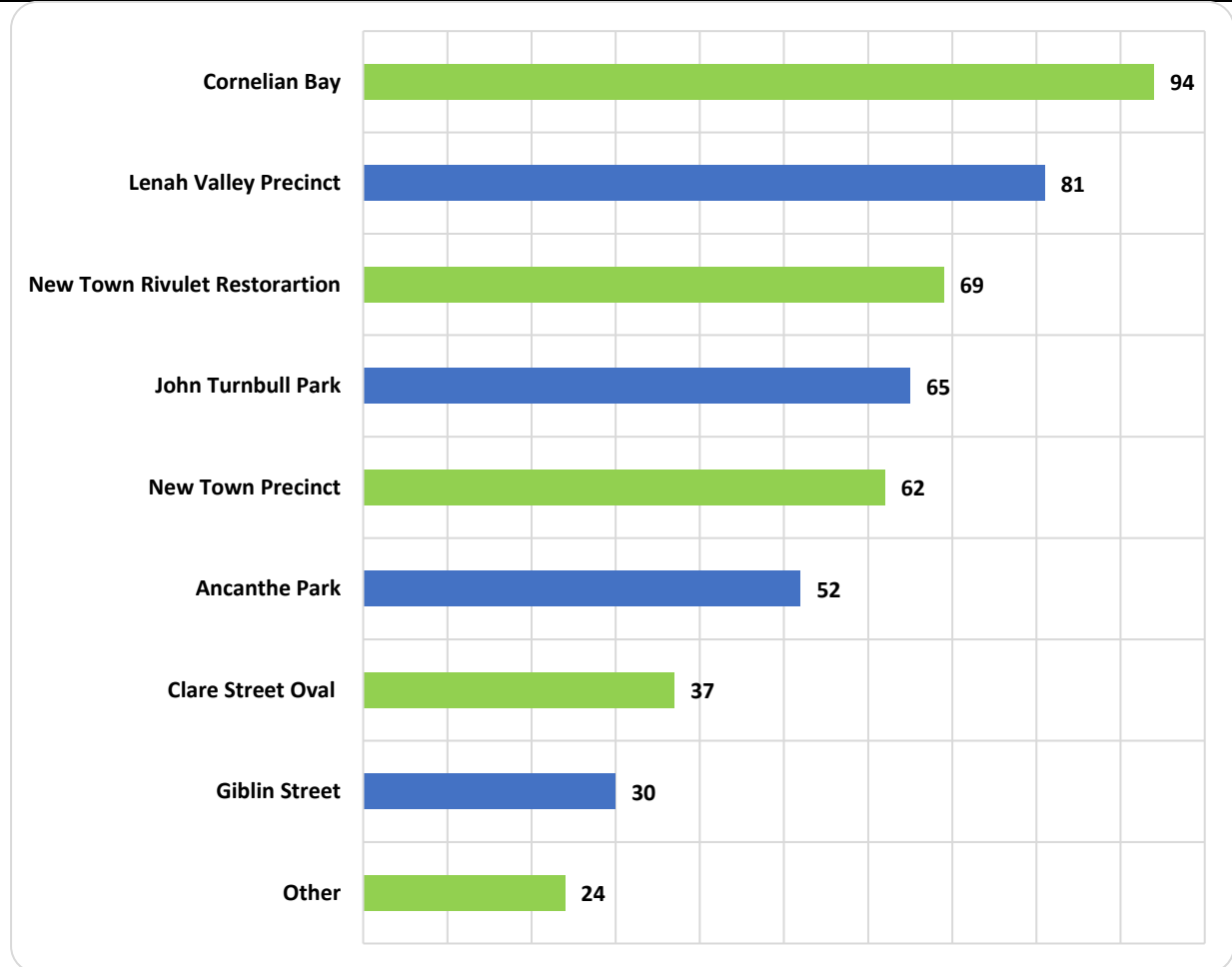
Image above shows poster displayed at Daci&Daci. Posters helped promote the engagement together with postcards distributed to the local shops and social media.

5. Engagement results / what we heard

5.1 Online survey

To see the full online survey report, see Figure 5.1.1, in the Appendix.

Question 1 - Which of the projects or places in Lenah Valley and New Town area do you value the most?



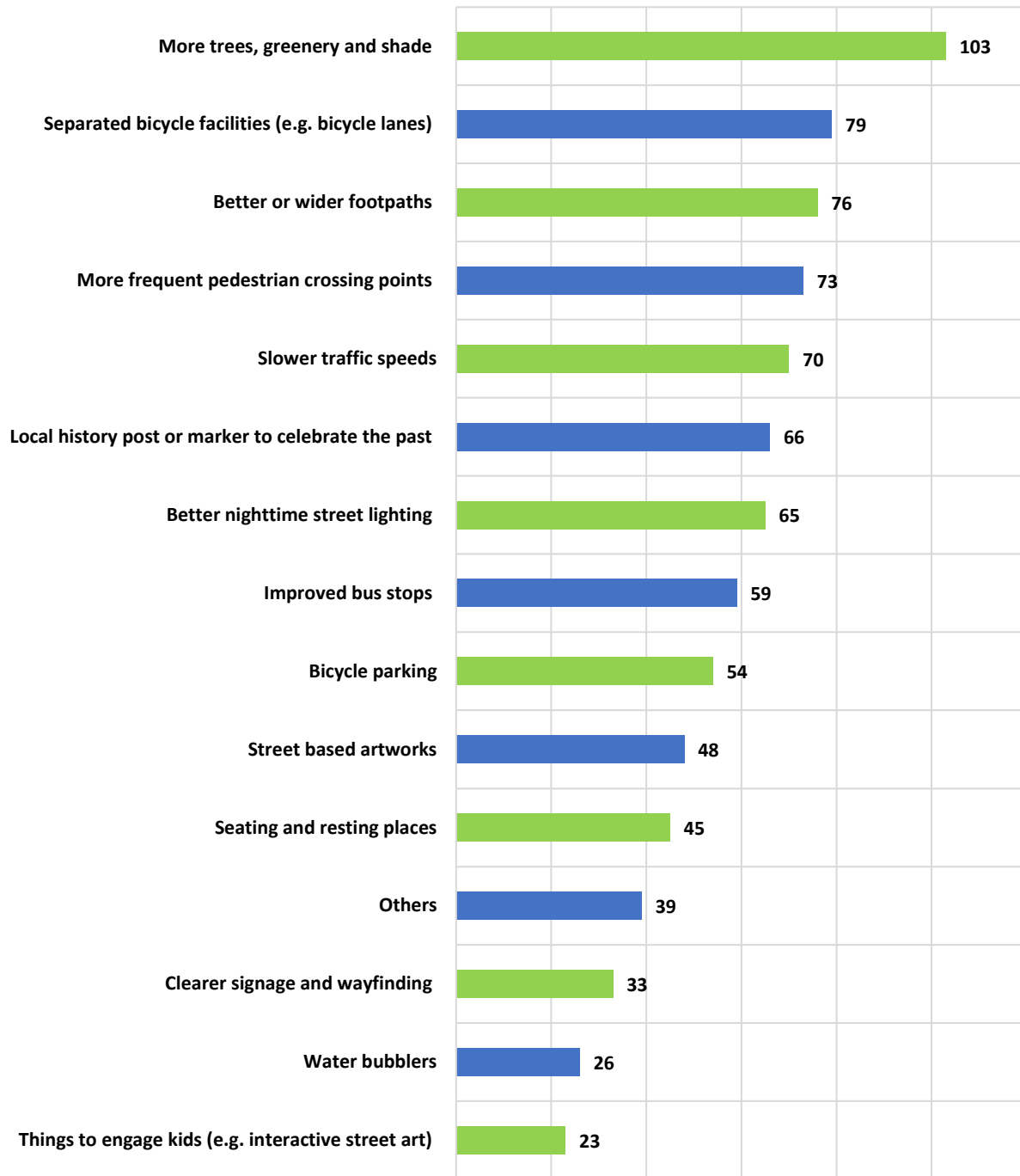
Survey respondents could select multiple options. Cornelian Bay was the most valued place in the New Town and Lenah Valley area, selected by 94 survey responders (approximately 60%) respondents. This was followed by the Lenah Valley Retail Precinct (50%), and the recent New Town Rivulet Restoration (45%).

Other projects or places in Lenah Valley and New Town respondents self-submitted included: Augusta Road, Intersection of Augusta Road and Elizabeth Street, The entrances to Wellington Park, such as the end of Lenah Valley Rd, the end of Lumeah Crescent, and the end of Pottery Rd, Knocklofty bushland, Haldine Reserve, New Town Rivulet Linear Park and Walking Track, John Kennedy Park and playground.

Question 2 - What do you love about being in the New Town and Lenah Valley area?

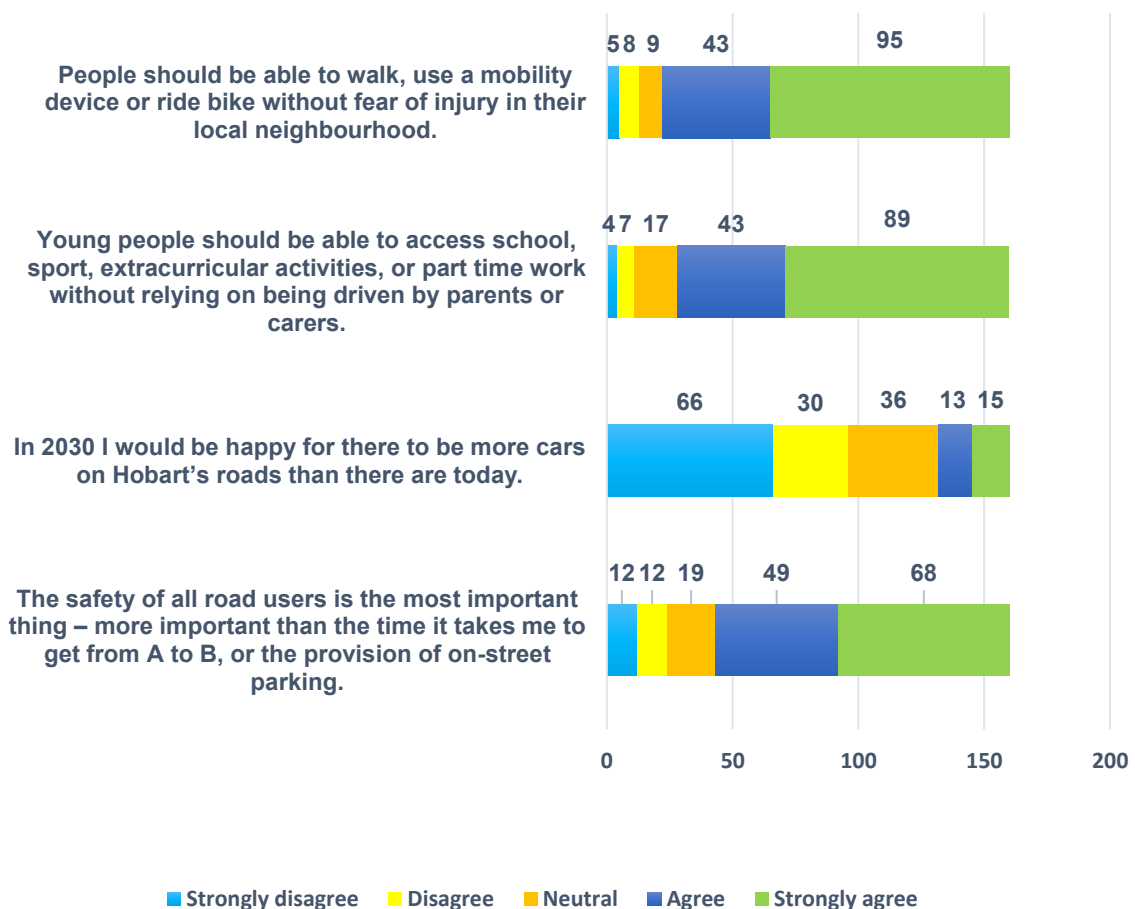
- **Proximity to Services, Shops and the CBD (55+ mentions)**
"Close to the city but also suburban. In the centre of things. Shops, restaurants, schools, walking, parks, medical."
"It's a full service community. We can walk to everything we need."
- **Access to Nature, Green Spaces and Bushland (40+ mentions)**
"The proximity to the mountain and rivulet. Close to nature while still being close to the City and Moonah."
"Easy distance to bush and city, but relatively self-sufficient with local businesses."
- **Community and Neighborhood Character (30+ mentions)**
"Great sense of community. Convenient to many of the facilities I use often."
"The friendly local neighborhood vibe."
- **Walkability and Active Transport (25+ mentions)**
"Very walkable. I can walk to work in the city or my kids to school."
"Can ride to work in 10 minutes. Can walk to local grocers."
- **Trees, Greenery and Streetscape Character (25+ mentions)**
"The quiet streets, the local businesses, the green spaces and trees."
"I love the quiet and leafy streets."
- **Quiet Residential Character (20+ mentions)**
"Close to city but quiet suburb. Safe, friendly community."
"Near the city but not in the city."
- **Local Shops, Cafés and Small Businesses (20+ mentions)**
"The proximity to nature walks yet still the convenience of cafes and shops."
"Having a grocer and bakery at the Augusta Road intersection has changed the way we interact with that part of the neighborhood."
- **Public Transport and Accessibility (15+ mentions)**
"Good public transport."
"Being on the main bus line is a real plus."
- **Heritage, Character and History (15+ mentions)**
"Sense of history and convenience."
"There are some great heritage buildings with lovely charm."
- **Parks, Recreation and Outdoor Lifestyle (15+ mentions)**
"The parks."
"Cornelian Bay is fabulous for school sports and recreation."
- **Views and Scenic Qualities (10+ mentions)**
"I love the view to Kunanyi/Mt Wellington."
"The views."
- **Safety and Family-Friendly Environment (10+ mentions)**
"Such a great environment and community to be part of – becoming a great place to grow up in."
"It's a genuine safe and family friendly suburb."

Question 3 - What would make Augusta Road and the main streets in the New Town and Lenah Valley areas feel more welcoming and people-friendly?



The most widely supported improvements focused on having more trees, greenery and shade on the streets (64%), followed by separate bicycle facilities (49%), better or wider footpaths (47%), more frequent pedestrian crossing points (45%), and slower traffic speeds (43%).

Question 4 - Reflecting on the present and future of these streets, to what extent do you agree with the following statements?



Survey results indicate strong community support for safer, more accessible streets. Around 85% of respondents agreed or strongly agree that people should be able to walk, ride a bike or use mobility devices without fear of injury, and 80% agreed or strongly agree that young people should be able to access school, work and activities independently. While 70% (agree or strongly agree) prioritised road safety over travel time and parking, only 17% (agree or strongly agree) supported having more cars on Hobart's roads by 2030.

Question 5 - Thinking about the future, what is your vision for Augusta Road and Upper Elizabeth Street in 2030?

Key themes mentioned:

1. Cycling and Active Transport (55+ mentions)

Key themes heard:

- Continuous cycling connections are needed between Lenah Valley, New Town, North Hobart and the CBD.
- Protected or separated bike lanes would improve safety and encourage more people to ride.
- Existing cycling facilities are inconsistent and often disappear at key locations.
- Children and less confident riders do not feel safe riding in the area.

Quotes

"Separated bike paths the whole way would be terrific."

"...That my daughter can safely ride to school from West Hobart to The Friends School. Right now I will not let her ride as I do not think it is safe."

2. Pedestrian Safety and Accessibility (45+ mentions)

Key themes heard:

- More pedestrian crossings are needed.
- Existing refuge islands are difficult to use safely.
- Safer access is needed around Hill Street Grocer, Calvary Hospital and Friends School.
- Improve crossings for people with mobility challenges, prams and guide dogs.
- Better pedestrian priority at side streets and driveways.
- Wider and better-maintained footpaths were requested.

Quotes

"A pedestrian friendly area where people can walk, talk and flourish without being worried about finding a safe place to cross the road."

"There are hundreds and hundreds of meters without a safe place to cross the road in sight."

3. Streetscape and Greening (35+ mentions)

Key themes heard:

- Plant more street trees.
- Increase shade for pedestrians.
- Improve visual amenity through landscaping.
- Reduce urban heat impacts.
- Create greener connections between North Hobart, New Town and Lenah Valley.
- Increase biodiversity and habitat opportunities.

Quotes

"I would love to see more greenery to provide shade."

"Hobart urgently needs more trees and expanded bike lanes—greater canopy cover is essential to cool the city."

4. Traffic Management and Vehicle Movement (30+ mentions)

Key themes heard:

- Maintain efficient traffic flow on a major arterial route.
- Address bottlenecks at intersections.
- Improve turning movements and lane configuration.
- Reduce congestion around Hill Street and the Elizabeth Street/Augusta Road intersection.

- Ensure traffic changes do not create additional congestion in surrounding streets.

Quotes

"Efficient and effective traffic flow."

"Augusta Road is a very high traffic thoroughfare with huge numbers of cars travelling through to the northern suburbs."

5. Parking and Vehicle Access (25+ mentions)

Key themes heard:

- Retain on-street parking where possible to meet demand.
- More parking is needed near Calvary Hospital.
- Visitor parking is important for local businesses.
- Concern about loss of parking from cycling infrastructure.
- Requests for additional parking disability.
- Better management of commuter parking.

Quotes

"More parking around the few shops and cafes."

"Removing parking in Augusta Road will have a massive impact on residents."

6. Intersection Safety and Crossing Points (22+ mentions)

Key themes heard:

- Improve safety at the Augusta Road–Elizabeth Street intersection.
- Improve Hill Street carpark access arrangements.
- Improve crossing opportunities near shops and services.
- Review turning movements around Clare Street and Wilson Street.
- Consider redesigning conflict points.

Quotes

"The intersection of Augusta Road and Elizabeth Street feels stressful and not as safe as it could be."

"The Augusta Rd entrance to Hill Street is an absolute mess."

7. Speed Management and Traffic Calming (18+ mentions)

Key themes heard:

- Reduce speed limits to 40 km/h or lower.
- Introduce traffic calming measures.
- Improve safety around schools and local businesses.
- Reduce speeding through residential areas.
- Create calmer conditions for walking and riding.

Quotes

"Maybe a 40 km zone at that part of Augusta Road."

"Slower speeds to facilitate safer mobility."

8. Public Transport (15+ mentions)

Key themes heard:

- More frequent bus services.
- Better bus shelters.
- Additional seating at bus stops.
- More reliable public transport.
- Transit priority for buses.
- Improved bus information and facilities.

Quotes

"Need better bus shelters southbound near Friends."

"More reliable transport options such as buses."

9. Road Surface and Maintenance (15+ mentions)

Key themes heard:

- Replace the concrete surface on Augusta Road.
- Improve riding comfort and reduce noise.
- Repair uneven road surfaces.
- Upgrade footpaths.
- Improve maintenance of nature strips.
- Better drainage and road markings.

Quotes

"Remove the concrete material in the roadways and replace with smooth asphalt."

"The roads would be better maintained, even small uneven surfaces removed or remediated."

10. Place-making and Community Amenity (15+ mentions)

Key themes heard:

- Create a village atmosphere.
- Increase outdoor dining opportunities.
- Add seating and rest areas.
- Install drinking fountains.
- Introduce public art.
- Improve opportunities for social interaction.
- Create more welcoming public spaces.

Quotes

"Less of a thoroughfare. Somewhere to enjoy."

"I would like them to become places to be, not just speed through."

11. Hospital and School Access (12+ mentions)

Key themes heard:

- Maintain access to Calvary Hospital.
- Ensure emergency vehicle movements are not affected.
- Improve parking around the hospital.
- Improve safety for Friends School students.
- Improve school crossing facilities.
- Address school pick-up and drop-off issues.

Quotes

"Safe places for students to cross to the Friends School."

"Access must be maintained both to enter the facility and drive to and from the facility."

12. Accessibility and Inclusion (10+ mentions)

Key themes heard:

- Improve wheelchair and pram accessibility.
- Improve guide dog and vision-impaired access.
- Provide accessible parking.
- Design for older residents.

Quotes

"To be able to travel safely and comfortably regardless of age."

"For the street to be age-friendly and dementia-inclusive."

Question 6 - Is there anything else you'd like the project team to know about how you use this area or what matters to you?

A part of all comments mentioned in question 5 a new topic arose around **Lighting and Personal Safety (6+ mentions)**

Key themes heard:

- Requests for additional street lighting.
- Dark areas identified along walking routes.
- Concerns about personal safety and visibility at night.
- Suggestions for improved lighting around bus stops and intersections.

Quotes

"More streetlights along Elizabeth Street between Augusta Road and Federal Street."

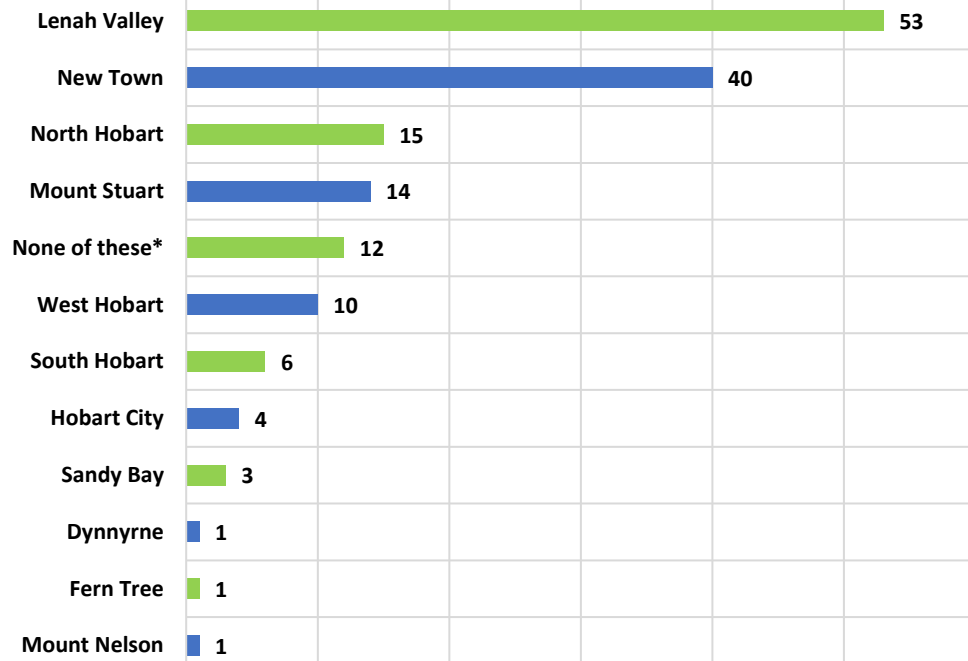
"The lack of lighting creates a sense of negative perceived safety."

5.1.1 Participants Demographics

Location – What suburb do you live in?



**Over 50%
of the
participant
s live in
Lenah
Valley or
New Town**



* The "None of these" category represents participants who live outside the City of Hobart area.

Most respondents lived within or immediately adjacent to the project area, with approximately 63% of participants residing in Lenah Valley (33%) or New Town (25%). A further 20% of respondents came from neighboring suburbs including Mount Stuart, North Hobart and West Hobart, indicating that feedback was largely provided by people who regularly use and are directly affected by the streets and places considered as part of the Better Streets project.

Gender – How do you describe your gender?					
	Man	Woman	Non-binary/ genderqueer/ gender-fluid	Prefer not to answer	Other
	71	64	7	16	2

Representation – Do you identify with any of the following?			
Aboriginal or Torres Strait Islander	2	Culturally and linguistically diverse	7
Person with a disability	14	Prefer not to say	15
Carer	15	None of these apply to me	109
LGBTQIA+	14		

5.2 In person Community Feedback

To see all shared comments, see Figure 5.2.1, in the Appendix.

Activity	1x in person Drop in session and 2x in person community information sessions
Participants	Broader community and members of the New Town Community Association and Lenah Valley Community Association.
Purpose	- Learn more about the project and its objectives. - Ask questions directly to the project team. - Provide feedback to help inform future planning and concept development.
Key Insights	It was shared 54 feedback during the engagement sessions. The main topics mentioned included: Parking (7 mentions): lack of parking and clearways are problematic when cars are parked, parking concerns surround Calvary hospital. <u>Comments:</u> <i>“Insufficient off street parking at Calvary + insufficient bus lines.”</i> <i>“Ensure business & government offices have adequate parking off-street for staff.”</i> Traffic safety concerns at Hill Street carpark(5 mentions) entrance/exit access to Augusta Road. <u>Key themes heard:</u> <i>“Hill Street is a serious safety issue for variety commuters.”</i> <i>“Augusta Road entry to Hill St needs to be removed. Many collisions. One way in, one way out.”</i> Bike lanes (5 mentions): Supportive on bike lanes <u>Comments:</u>

	<i>"Bike lanes need to be bi-directional. better safety, sociable, more enjoyable."</i> <i>"Instead of centre turn right lanes, use space for protected bike lanes."</i> Support to reduce speed limits(4 mentions), especially around Calvary hospital area. <u>Comments:</u> <i>"Make the area around Calvary Hospital a 40km zone, just like school is."</i> <i>"For public safely speed limit lower. Ex: aware of the statistics of injury / fatalities impacted by speed."</i> Other comments mentioned multiple times include: • Elizabeth St / Augusta Rd intersection issues • Cyclist safety concerns • Need to improve pathway • Bus lane only • Reduce parking • Add seating • Improve signage • Improve crossing
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Community members learned about the project and shared feedback during public drop-in session, and information sessions provided to members of the New Town Community Association and Lenah Valley Community Association in May 2026.

5.3 Young People Engagement

To see all shared comments, see Figure 5.3.1, in the Appendix.

Activity	An interactive engagement session was held with the Youth Advisory Squad, comprising participants from YouthARC, to gather young people's perspectives on how streets can better meet their needs.
Participants	Members of the Youth Advisory Squad and general Youth Arc's participants. Young people are a key audience for the Better Streets project because they experience our streets differently from many adults. Unlike people who regularly drive, young people often rely on walking, cycling, skating, scooting, public transport, or lifts from others to travel to school, work, recreation, and social activities. Their experiences provide valuable insights into how streets can better support safe, independent, and accessible travel. *Information to also sent to schools to engage with students including: • The Friends' School • Lenah Valley Primary School • New Town Primary School • Sacred Heart School College • Immaculate Heart of Mary Catholic School - Hobart City High School
Purpose	• Identify priorities, concerns and opportunities from a youth perspective. • Explore ideas for making streets safer and more accessible for young people. • Ensure young people's voices and lived experiences are reflected in the project.
<u>Key Insights</u>	It was shared 29 feedback during the engagement sessions. The main topics mentioned included: The need to increase bus service (4 mentions) <u>Comments:</u> <i>"Not many bus services in some places specially on weekend."</i> <i>"Buses more fit around to school times."</i> Free Buses (3 mentions) <u>Comments:</u> <i>"Free buses."</i> <i>"Buses free forever."</i> More Parks (3 mentions) <u>Comments:</u> <i>"Quite spaces like small parks."</i> <i>"More seating areas in more lush places + more lush places."</i>

More bins on streets (3 mentions)

Comments:

"Streets can be very dirty (more bins)."

"Bins at bus stops."

Other comments mentioned multiple times include:

- bus shelter
- more seating areas
- all gender public toilets
- water bubbler



Young people from Youth ARC and the Youth Advisory Squad (YAS) shared their ideas on how streets could be improved through an interactive activity. Initially facilitated with YAS participants on 3 June 2026, the activity remained on display until 10 June 2026 to collect additional feedback from other Youth ARC participants.

5.4 UTAs Co-design Workshop

To see all shared comments, see Figure 5.4.1, in the Appendix.

Activity	Through a guided workshop, Bachelor of Design students worked in teams to explore the project area, identify opportunities and challenges, and discussed ideas for improving the street corridor. Students were encouraged to consider the improvements from different stakeholders' perspectives but also from their own perspectives.
Participants	University of Tasmania Bachelor of Design students
Purpose	• Encourage collaborative problem-solving and the development of design responses to real-world challenges. • Explore ideas and insights to help inform future concept development for the Better Streets project. • Understand how young people experience and use local streets and public spaces.
<u>Key Insights</u>	It was shared 11 feedback during the workshop. The main topics mentioned included: Safety <u>Comments:</u> <i>"Safety is definitely the largest barrier."</i> <i>"Better + Safer bus stops would be better for me."</i> Improve walking <u>Comments:</u> <i>"See people walking around."</i> <i>"Wider walking spaces."</i> Greening <u>Comments:</u> <i>"Improving the quality of the experience with green space resonates with me."</i> Accessibility <u>Comments:</u> <i>"Consider all levels of accessibility."</i> <i>"Better + Safer bus stops would be better for me."</i>
<u>Ideas to shape Better Streets</u>	During the activity the students were challenged to explore ideas to improve the scope area of the project. The key ideas the group shared included: Pedestrian crossing ○ Better pedestrians walk across the roadway ○ Pedestrian island around hospital ○ Designated crossing Improve walking experience: ○ Wider walking spaces ○ Leveled path using indents to create friction Slow traffic ○ Reduce speed limit to 40km/h ○ Wombat crossing

	Increase accessibility ○ Access to handrails (Bedford Street stairs) ○ Ramp instead of stairs (Bedford Street stairs) Increase safety for pedestrians and drivers ○ Cateye reflectors (on the islands along Augusta Road) ○ Fewer bus stops, but safer Green spaces
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University of Tasmania Bachelor of Design students participated in a co-design workshop, exploring opportunities and challenges within the project area, sharing ideas and providing feedback to inform the Better Streets Project.

5.5 Open submissions

To see all open submissions, see Figure 5.5.1, in the Appendix.

We received 4 written submissions from community groups, organisations, and 7 written feedback from individual community members.

In addition to the submissions received, the City invited a number of key stakeholders to provide written feedback on the project, including Metro Tasmania, Calvary Health Care and the Department of State Growth. These organisations were identified as important stakeholders due to their interest in, or connection with, the project area and its transport outcomes. At the time of preparing this report, no written submissions had been received from these stakeholders.

The written submissions received from:

- [The Friends' School](#)
- [Streets People Love Hobart](#)
- [Bicycle Network](#)
- [Hop Products Australia](#)

Key insights

The Friends' School	
Themes raised	
Pedestrian Safety and Crossing Points	
• Concern on crossing points along Elizabeth Street (south of Rupert Street). • Pedestrian safety concerns about vehicle access at the northern exit to Commercial Road.	• Improve visibility and traffic calming • Reduce speed limit to 40km school surrounding areas during school and shopping hours.
Limited visibility	
• Low visibility of cars turning right into Commercial Road from Yardley Street.	• Improved signage, sightline clearance, or dedicated lane markings are required to mitigate the risks posed by the increase in diverse transport modes.
Retention of Kerbside	
• Concerns that reduced parking could impact staff and student travel and increase parking pressure on nearby residential streets.	• Retain kerbside parking along the school's Commercial Road boundary to support staff who rely on car travel.
Bus Stop Amenity	
• Existing bus stop shelter on Elizabeth Street is outdated and provides inadequate seating and weather protection, particularly during school peak times.	• A bus stop with a larger, transparent shelter would be beneficial if considering any improvement on that.

Streets People Love Hobart

Themes raised

Bus Stop improvements

- | | |
|---|---|
| <ul style="list-style-type: none"> • Bus stop amenities are inconsistent along Augusta Road, with only 3 of 12 stops having shelters and 6 stops having no shelter or weather protection. • The distance between bus stops varies significantly (approximately 200–470 meters), which may affect accessibility and convenience. | <ul style="list-style-type: none"> • Review the spacing and location of bus stops to determine whether the current distances remain appropriate. • Consider improving shelter and weather protection at bus stops that currently lack these facilities specially stop 9 given its proximity to high-use destinations, including shops, cafés, and Friends School. |
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Walking

- | | |
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| <ul style="list-style-type: none"> • Some pedestrian crossing locations have limited sightlines, particularly near the southern side of Montagu Street. | <ul style="list-style-type: none"> • |
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Wheeling and Riding

- | | |
|--|---|
| <ul style="list-style-type: none"> • Limited cycling infrastructure and safety treatments along Augusta Road and Elizabeth Street. • Current conditions are mainly suitable for confident riders, which may discourage broader bike use. • Students are often observed riding on footpaths rather than the road, indicating concerns about on-road safety. • Consider treatments that encourage safe on-road cycling and reduce reliance on footpaths. | <ul style="list-style-type: none"> • Design cycling infrastructure to accommodate a range of users, including cargo bikes, e-trikes, children, seniors, and people with disabilities. • Improve the actual and perceived safety of cycling to encourage greater uptake. • Install dedicated cycling lanes on both sides of the road. |
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Greening Opportunities

- | | |
|--|---|
| <ul style="list-style-type: none"> • The streets would be more pleasant with more greenery. <ul style="list-style-type: none"> • There are few trees, meaning there is very little shade to • reduce reflectivity from the concrete road surface and vehicles. | <ul style="list-style-type: none"> • Incorporate low-level planting as part of the separation treatment between protected bike lanes and parking or traffic lanes. |
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Safer Cycling Connections Through Commercial Road and Yardley Street

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|---|--|
| <ul style="list-style-type: none"> • Existing signposted cycle routes lack visible on-road treatments or features that clearly identify them to other road users. • Current street design does not adequately support cycling despite the residential nature of the streets and nearby school activity. | <ul style="list-style-type: none"> • Improve cycling safety and transport options for Friends School students, teachers, and staff. • Consider removing parking from the eastern side of Commercial Road to create a painted bicycle lane. |
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Bicycle Network

Themes raised

All Ages and Abilities (AAA) Infrastructure

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| <ul style="list-style-type: none">• Current cycling facilities are seen as suitable only for confident riders.• Concerns that increasing residential density will increase demand for safe cycling and micromobility connections. | <ul style="list-style-type: none">• Preference for infrastructure designed to encourage new riders, rather than facilities that primarily serve existing confident riders.• Strong advocacy for physically protected cycling facilities on higher-volume roads. |
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Augusta Road Connections

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| <ul style="list-style-type: none">• Support for Augusta Road acting as an important feeder route into the city cycling network.• Interest in ensuring riders can travel comfortably between Lenah Valley and North Hobart without gaps in infrastructure quality. | <ul style="list-style-type: none">• Highlighted opportunities to coordinate planning across adjoining transport corridors to improve network continuity. |
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Safety and Infrastructure

- | | |
|---|--|
| <ul style="list-style-type: none">• Desire for infrastructure that enables comfortable travel from northern suburbs into Hobart without requiring riders to navigate high-stress traffic environments.• Given the number of driveway crossovers, separated cycleways on both sides of the road may provide a safer and more comfortable experience for both riders and drivers than a bi-directional cycleway.• Wider unidirectional cycleways may improve comfort and accessibility for a broader range of users, although this could require concentrating on-street parking on one side of the road.• | <ul style="list-style-type: none">• Requests for intersection treatments that clearly indicate priorities and improve visibility between riders and motorists.• Feedback highlighting the importance of smooth pavement surfaces and maintenance to support safe cycling.• Support for maintaining physical separation through intersections where possible.• Concerns regarding bicycle lanes located within the door zone of parked vehicles. |
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Traffic and Speed Management

- | | |
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| <ul style="list-style-type: none">• Support for lower-speed environments to improve rider comfort and safety.• Recognition that traffic-calmed streets can assist network connectivity where separated infrastructure is not feasible.• Noted the need for careful design of crossings and access points near key destinations, such as the hospital and shopping precinct, to minimise conflicts between drivers, cyclists and pedestrians. | <ul style="list-style-type: none">• Feedback that successful traffic calming should reduce both vehicle speeds and traffic volumes.• Desire for cycling treatments that avoid creating pinch points or conflicts between riders and vehicles. |
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Hop Products Australia

Themes raised

Property and Business Access

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|---|---|
| <ul style="list-style-type: none">• Potential impacts on access to Lyndhurst Avenue for business operations, including deliveries by light trucks servicing the cool store. | <ul style="list-style-type: none">• Concern about disruptions to employee commuting, visitor access and contractor parking during construction. Providing advance notice of construction activities and traffic changes to allow businesses to plan alternative arrangements will be appreciated. |
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Tree and Landscape Preservation

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| <ul style="list-style-type: none">• Potential impacts on the grounds of Mimosa, including a significant Moreton Bay fig tree that contributes to the character and visual amenity of Elizabeth Street. | |
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Bus Stop Amenity

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| <ul style="list-style-type: none">• Expressed support for a seating area adjacent to the bus stop and indicated a willingness to contribute to its provision for community benefit. | |
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5.6. Written Feedback by broader community members

To see all broader community written feedback, see Figure 5.6.1, in the Appendix.

Additionally, we received 6 community members provided feedback via email, with the key themes summarised below.

Key insights

Pedestrian safety (3 mentions)

Comments included:

- Difficulty crossing Augusta Road and Elizabeth Street to access local destinations such as Hill Street Grocer.
- Concerns about vehicles turning into Wilson Street with limited warning.
- Need for improved tactile indicators on pedestrian refuges to assist people with vision impairments and guide dogs.

Parking concerns (3 mentions)

Comments included:

- Concerns that new bike lanes may increase parking pressure in surrounding residential streets.
- Existing overflow parking from Calvary Hospital already affects nearby streets.
- Augusta Road is used as a park-and-ride location by commuters travelling into the city.

Lack of green spaces and trees (2 mentions)

Comments included:

- Calls for more street trees between Augusta Road and Federal Street.
- Suggestions that additional planting would improve air quality, reduce pollution impacts and make the street feel more livable.

Improved pedestrian crossings (2 mentions)

Comments included:

- Better crossing opportunities around Hill Street Grocer and the Polish Club.
- Enhanced tactile wayfinding and safety measures at pedestrian refuges.

Augusta Road intersection concerns (2 mentions)

Comments included:

- The intersection is already busy and complex for drivers and pedestrians.
- Feedback suggested future changes should avoid adding further traffic, access or safety challenges.

Topics mentioned once:

- Elizabeth Street improvements
- Traffic congestion
- Bus stop accessibility
- Heavy vehicle impacts
- Cycling safety
- Street lighting impacts on dwellers
- Support for retaining the historic tramway
- Hospital access and traffic concerns
- Traffic calming near hospital support
- Retaining disability parking

6. Key findings

6.1 Key findings

Feedback was collected through the online survey, in-person engagement activities, workshops with young people, discussions with UTAS students, written submissions and email feedback. Responses were analysed and grouped into common themes to identify the issues and opportunities most important to participants. While views varied across stakeholder groups, several consistent priorities emerged, providing clear direction for the development of the concept design.

1. People want Safer and more accessible streets for pedestrians

The most frequently raised theme across all engagement activities was the need to improve pedestrian safety and accessibility. Participants identified opportunities to improve footpaths, crossing points, connectivity and access for people of all ages and abilities.

2. People want support for improved public transport

Public transport was a key topic throughout the engagement. Participants highlighted the need for improved bus services, more accessible bus stops and shelters, and better integration of public transport with walking and cycling connections.

3. People want improved cycling and active transport infrastructure

Participants consistently supported improvements that would make cycling, wheeling and active travel safer and more attractive. Dedicated cycling facilities and safer connections were frequently identified as priorities.

4. People want greener and more attractive streetscape

Many participants expressed a desire for more street trees, landscaping and greening opportunities. There was broad support for creating a more attractive, shaded and environmentally sustainable corridor.

5. People want considerations to access and parking

While many participants supported changes that prioritise active and sustainable transport, parking availability and access remained important concerns, particularly for residents, businesses, visitors, hospital users and people with accessibility needs.

6. People support safer traffic conditions and lower vehicle speeds

Participants identified opportunities to improve safety and amenity through traffic calming measures, lower vehicle speeds and improvements to traffic movement along the corridor especially near the hospital.

7. People demonstrated concerns at intersections

Feedback highlighted safety concerns and operational issues at several intersections, particularly around Augusta Road and Elizabeth Street. Participants sought improvements that enhance visibility, safety and ease of movement for all users.

8. People want better access to key destinations within the project area

Participants highlighted the importance of maintaining and improving access to important community destinations, including the Calvary Hospital precinct, schools, local businesses, shops and community facilities.

9. People value community amenity improvements

A range of suggestions focused on improving the overall user experience of the corridor, including additional seating, bins, drinking fountains, public toilets, lighting, shelters and wayfinding signage. These features were seen as important in creating a more welcoming and comfortable public space.

10. People support a balanced approach

Across all engagement activities, participants generally expressed support for improvements to walking, cycling, public transport and greening. However, feedback also highlighted the importance of balancing these improvements with practical considerations such as parking, vehicle access, business operations, accessibility needs and traffic movement.

6.2 Summary of the key findings

Overall, the engagement findings demonstrate a strong desire for a safer, greener and more accessible Augusta Road–Upper Elizabeth Street corridor. Participants consistently prioritised improvements for pedestrians, cyclists and public transport users, while also emphasising the need to maintain access and functionality for residents, businesses, hospital users and visitors. These findings will inform the development of concept design and the next phase of community engagement.

7. Next steps

The feedback gathered through Stage 1 engagement has been documented in this Engagement Report and will be used to inform the development of a concept design for the Augusta Road–Upper Elizabeth Street Better Streets Project.

The next steps are:

1. **Develop a concept design** informed by community and stakeholder feedback, technical investigations and Council's strategic objectives.
2. **Present the concept design to Council** for consideration and comment.
3. **Undertake Stage 2 engagement**, providing the community and stakeholders with an opportunity to review and provide feedback on the concept design.
4. **Refine the concept design** based on community feedback and Council input to help finalise a plan for future improvements along the corridor.

Stage 2 engagement will continue the conversation with the community, ensuring local feedback remains an important part of the project's development. This Engagement Report will also be shared publicly with all Your Say Hobart project followers and participants who provided contact details through the online survey, written submissions, email correspondence, information sessions and drop-in sessions during this first round of engagement.

