Augusta Rd, Lenah Valley

This was a highly successful event and has given the project team confidence that any investment would be welcomed by both traders and the broader community, and would go a long way to creating a genuinely successful urban village main street.

We believe that Council could confidently progress to detailed design on the concept attached, which we believe could be constructed for under $2,000,000 to a high quality level of finish. Our general philosophy here is do the best work you can afford even if it means stringing the project out over a longer time line. These are Main Streets and they will be experienced in fine grain by people walking, looking, touching and gathering. Lesser quality works will not produce the required activation. Detailed costs are attached as Appendix A.

Reclaiming [road space] will allow activity to spill out into generously extended footpaths and imbue the street with a genuine social quality

The concept design returns street space to local traders, who so aptly demonstrated an ability to activate additional footpath space during the street event.

The existing median/turning lane caters to Augusta Roads traffic carrying function and on balance represents a poor investment of space that returns little to the community when contrasted with the huge repressed demand for quality people-focused space and an active, social main street environment uncovered during the street event.

Reclaiming this space will allow activity from adjoining traders to spill out into generously extended footpaths and imbue the street with a genuine social quality and community focus.

Deciduous street trees further reinforce the people-focused re-purposing of the streetscape, creating shade, aesthetic quality, and perceived 'side-friction' - a term describing the observed traffic calming and speed reducing effect of street-side trees, human activity and street furniture on driver behaviour.

A new out-bound bus stop shelter compliments the existing, albeit aging, in-bound shelter, which may also be upgraded at the discretion of Transport Tasmania.

Kerb build out treatments at intersections will reduce pedestrian exposure to turning car traffic, reduce turning traffic speeds by tightening intersection geometry, and will create visual signals that increases drivers' awareness of pedestrians. Narrowing of side streets also provides increased kerb space on Augusta Road, allowing the existing 19 parking spaces between Giblin Street and Greenway Avenue to be maintained in the concept design.

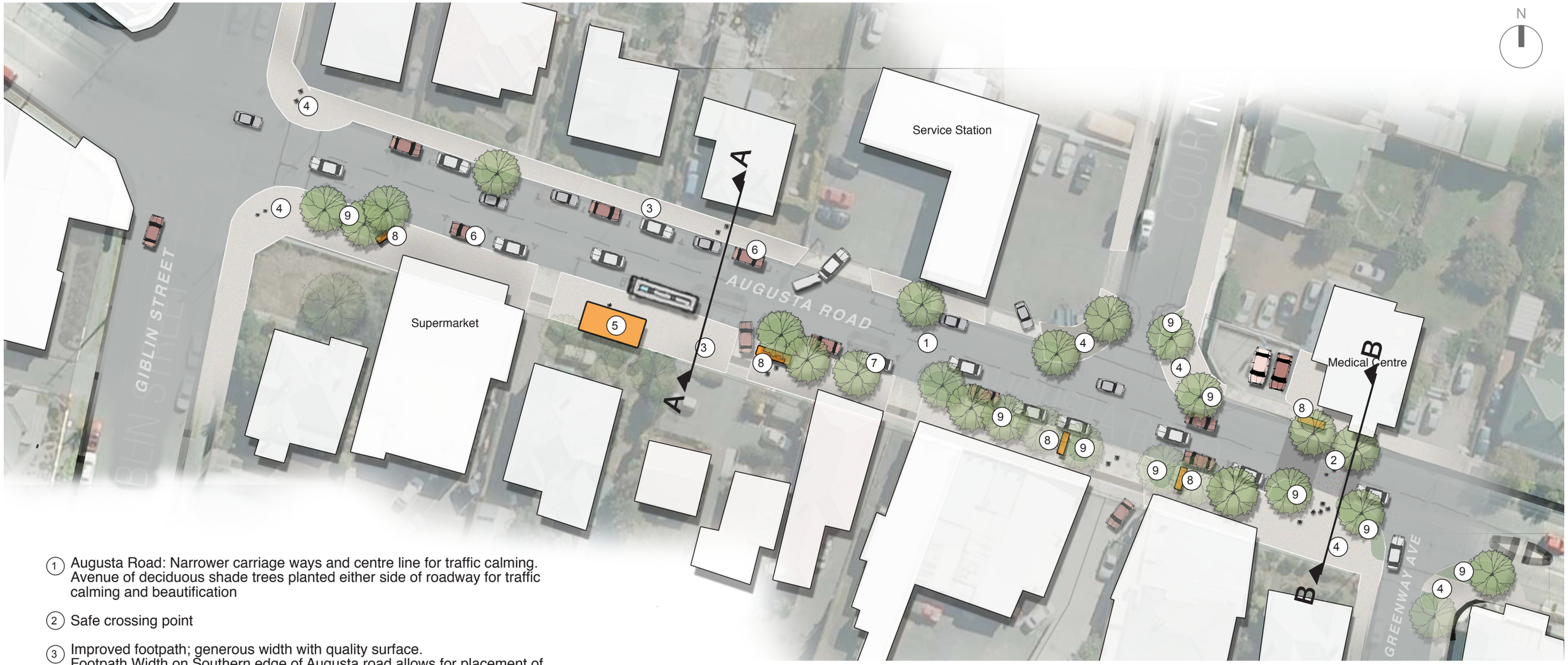
A new pedestrian crossing provides a safe and inviting connection between the medical centre and the pharmacy, creates a catalyst for activating the northern side of Augusta Road, and improves pedestrian access to the main street more generally.

Introducing quality bench seating will also improve walkability, particularly amongst members of the community sensitive to long, unbroken walking segments.

Reduced lane widths, increased 'side-friction' and a reduced perceived speed enviroment will accomodate bike riders within traffic lanes and encourage them to 'own the space'. Given the amount of street-side activity, on-street parking turnover, and driveways/turning traffic, dedicated kerbside bike lanes may not achieve a real safety benefit in comparison to a well designed environment that invites bike riders to visibly integrate with traffic through a low-speed main street section of Augusta Road. Dedicated bike lanes are however encouraged elsewhere on Augusta Road as part of broader bike plan for Hobart.

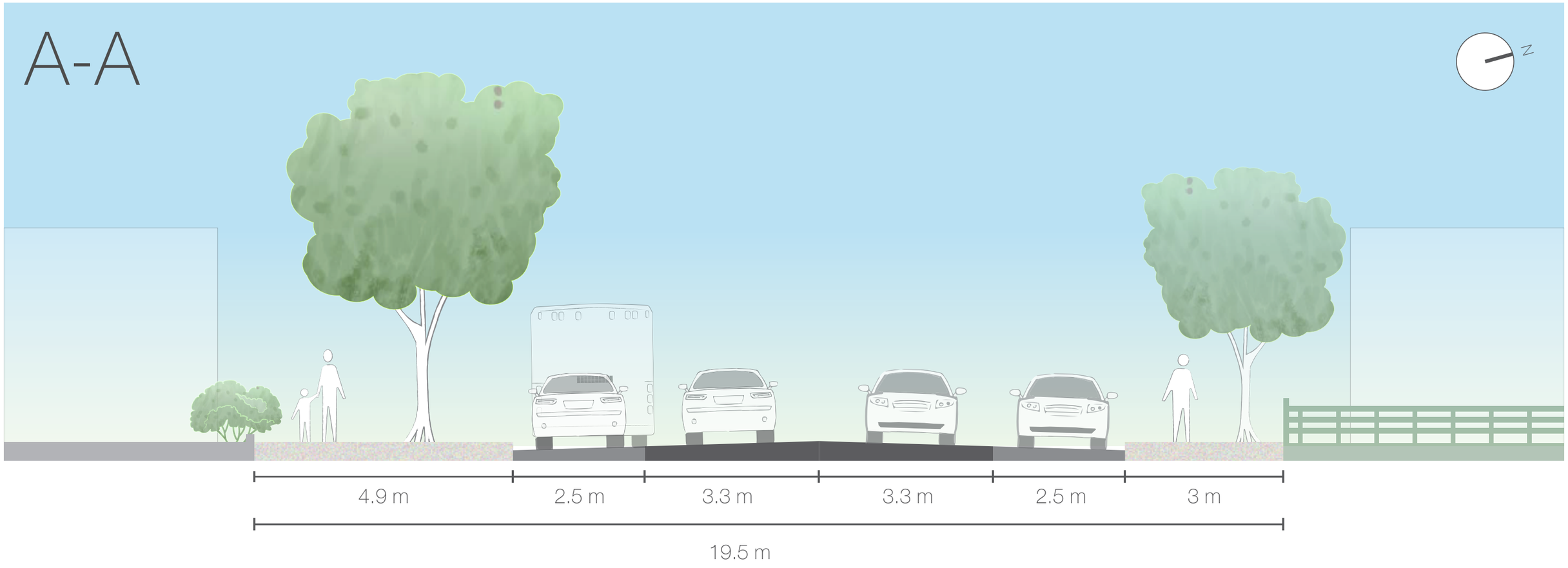
The proposed concept creates a genuine urban village main street environment with a new focus on people, not cars, and provides the quality meeting, dining and interactional space that traders and the broader community has requested.





1. Augusta Road: Narrower carriage ways and centre line for traffic calming. Avenue of deciduous shade trees planted either side of roadway for traffic calming and beautification
2. Safe crossing point
3. Improved footpath; generous width with quality surface. Footpath Width on Southern edge of Augusta road allows for placement of temporary items such as cafe tables and chairs
4. Widening of footpaths at road intersections to allow for safer crossing, and traffic calming
5. Quality bus shelter, with bus stop relocated to this area
6. Parking bays located parallel to road way; total of 19 car parks on Augusta Road, between Giblin Street and Greenway Ave
7. Accessible Carpark
8. Quality benches
9. Low level garden beds under deciduous shade trees

Augusta Road, Lenah Valley - Proposed cross-section A-A:



Augusta Road, Lenah Valley - Proposed cross-section B-B:

