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❓ [What is the Smith Street streetscape project about?](#)

We're seeking input from the community on two different design concepts which aim to improve the existing streetscape on Smith Street for greater pedestrian safety and access, improved amenity, micro transport options, and better cooling and shading.

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🔗 What am I providing feedback on?

City of Darwin has engaged GHD's Darwin-based office to develop two design concepts for the Smith Street Streetscape project. Everyone in the community is encouraged to view the concepts and provide feedback on the proposed upgrades.

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🔗 Why are we being asked to provide feedback?

City of Darwin is genuinely interested in listening to the ideas, preferences and needs of its communities. Your insights are valued and help us to plan how we can deliver a project that best suits the needs of all stakeholders.

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🔗 What will happen with my feedback?

Feedback from the 30% design concepts will be considered and help inform the final design. Once the 100% design completion has been endorsed by Council, it will be shared with the public to view.

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🔗 Why Smith Street?

The Northern Territory Government has committed \$3 million to the revitalisation of Smith Street, which supports City of Darwin's strategic direction to become a vibrant and liveable tropical capital city, supported by a growing population and diversified economy through the implementation of initiatives to revitalise, cool and green Darwin's city centre.

Smith Street is the heart of Darwin's City Centre. It's where Territorians and tourists alike come to relax, shop and socialise. This is a project that will beautify and cool a key area of our City Centre.

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🔗 What is the biggest difference between the two concepts?

Concept 1 proposes a micro-mobility lane running alongside vehicle traffic on the road. This lane would run alongside vehicle traffic and would have a safety strip which is a 700mm space buffer to prevent "dooring" from parked cars. However, there is no physical protection between the micro-mobility lane and live traffic and vehicles will need to cross the lane to park.

Concept 2 proposes a micro-mobility lane next to the footpath. A 700mm space buffer and physical safety strip is also included between car parking and the new lane to prevent "dooring" from parked cars. This option increases rider safety and encourages use from people who may not be comfortable travelling next to live traffic.

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📍 Is the project funded?

The Northern Territory Government has committed \$3 million towards this project. City of Darwin will be managing the delivery of this project.

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📍 Will there be interruptions during the redevelopment?

There may be minor interruptions to businesses which will be minimised wherever possible.

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📍 How many car parks are being removed?

Concept 1 and Concept 2 designs would result in fewer on-street car park spaces.

- Concept 1: Up to 15 car parking bays being removed (from 56 to 41 bays)
- Concept 2: Up to 21 car parking bays will be removed (from 56 to 35 bays)

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📍 Why are car parks being removed?

Car parks are being removed to make way to plant more trees for greening, cooling, and natural shade, enable more active modes of transport like cycling, and provide safer crossing points for pedestrians.

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📍 When is construction expected to commence?

Construction is anticipated to commence in March 2025 with works expected to be completed by June 2025.

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Contact us

08 8930 0300

AH 1300 286 014

darwin@darwin.nt.gov.au

GPO Box 84, Darwin NT 0801

Harry Chan Avenue Darwin NT 0800

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