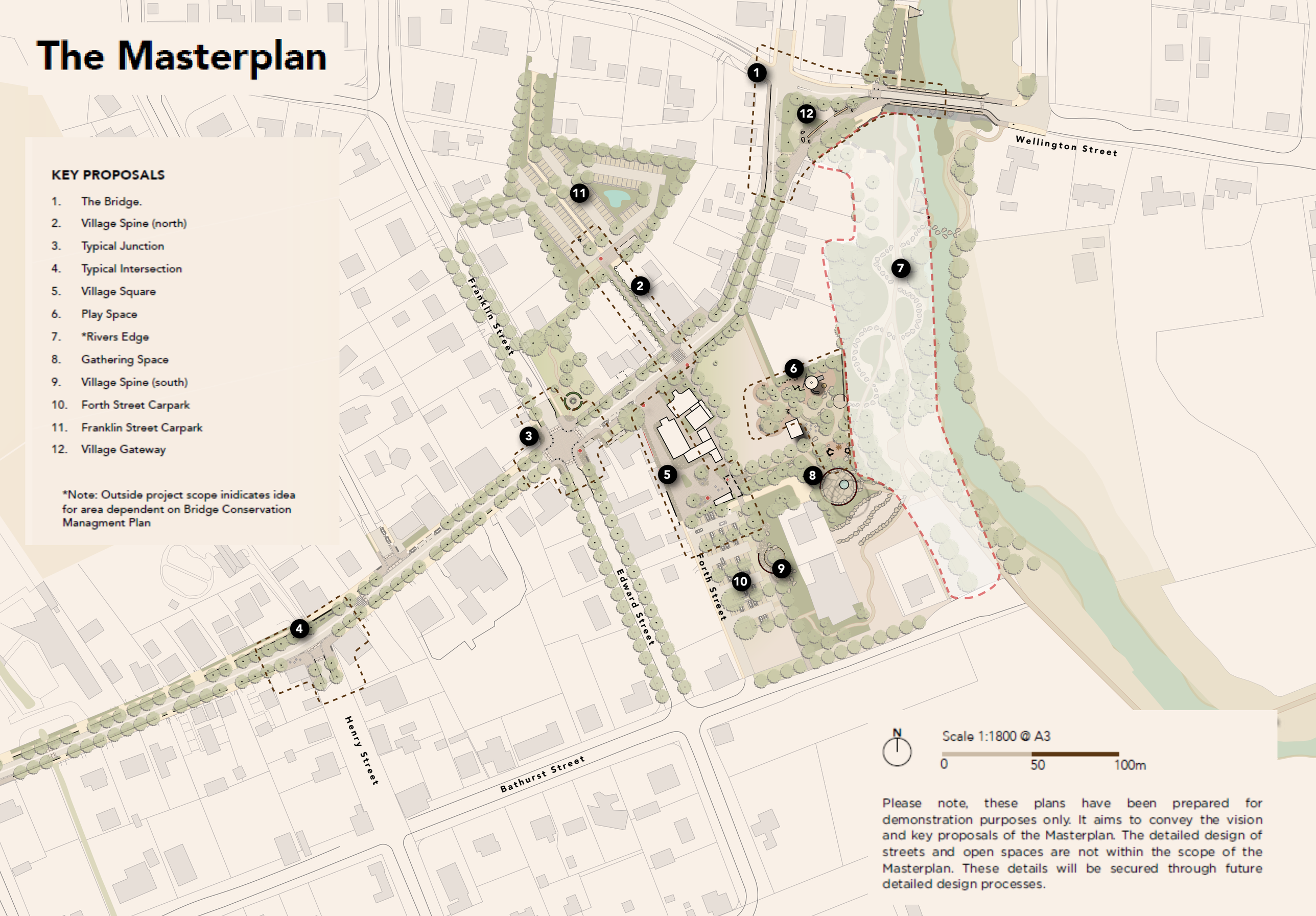
The Masterplan

KEY PROPOSALS

1. The Bridge.
2. Village Spine (north)
3. Typical Junction
4. Typical Intersection
5. Village Square
6. Play Space
7. *Rivers Edge
8. Gathering Space
9. Village Spine (south)
10. Forth Street Carpark
11. Franklin Street Carpark
12. Village Gateway

*Note: Outside project scope inidicates idea for area dependent on Bridge Conservation Managment Plan



N

Scale 1:1800 @ A3

0 50 100m

Please note, these plans have been prepared for demonstration purposes only. It aims to convey the vision and key proposals of the Masterplan. The detailed design of streets and open spaces are not within the scope of the Masterplan. These details will be secured through future detailed design processes.

The Bridge

Heritage Bridge Zone

Legend

N

1. 2.4m wide footpath resurfaced
2. 7m wide street carriage way
3. Proposed pedestrian crossing
4. Proposed street planting
5. Existing trees retained
6. Proposed gateway feature/artwork
7. Slip lane removed to create a park
8. Traffic lights
9. Investigate heritage bridge arrangement
10. Signalised single lane vehicle crossing
11. Proposed ramp access to river
12. Existing river access path
13. Existing river walk path
14. Proposed stairs
15. Existing sandstone kerb reinstated

Scale 1:300 @ A3

0 10 20m

Village Spine

Legend

N

1. Path connection to Recreation Reserve
2. Reconfigured car park layout (xx spaces)
3. Proposed Information Point
4. Relocated toilets and bus interchange
5. Upgraded connection to Saleyard Corner Park
6. Upgraded laneway connection
7. Spill out area for commercial activities
8. Proposed street planting
9. Proposed parallel street parking
10. Pedestrian crossing
11. Proposed Village Green entry space
12. 2.4m wide footpath resurfaced
13. Bench timber hardwood
14. Maintain access to property

Scale 1:300 @ A3

0 10 20m

Central Junction

Legend

N

1. 2.4m wide footpath resurfaced concrete
2. Proposed pedestrian crossing
3. Improved pedestrian zones
4. Risen junction
5. Proposed gateway feature/artwork
6. Outdoor bench seating
7. Outdoor dining area
8. Stone bench
9. Proposed parallel street parking
10. Town Hall Plaza
11. 7m wide street carriage way

Scale 1:300 @ A3

0 10 20m

Street Intersection

Legend

N

1. 2.4m wide footpath resurfaced concrete
2. Proposed pedestrian crossing
3. Improved pedestrian area
4. Proposed risen crossing
5. Proposed outdoor dining space
6. Proposed tree planting
7. 7m wide street carriage way
8. Existing private driveway access points
9. Proposed garden bed

Scale 1:300 @ A3

0 10 20m

Village Square

Legend

N

1. Short stay parking
2. Town Hall Plaza
3. Forth Street pedestrian zone
4. Richmond timeline interpretative signage
5. Village Square (flexible events space)
6. Seating areas
7. Relocated toilet amenities
8. Information point
9. Village Spine
10. Police Station access (automatic bollard)
11. Reconfigured car park
12. Restricted vehicle access (automatic bollard)
13. Opportunity for adjacent buildings to open out to, and inform, the square

Scale 1:300 @ A3

0 10 20m

Play Space

Legend

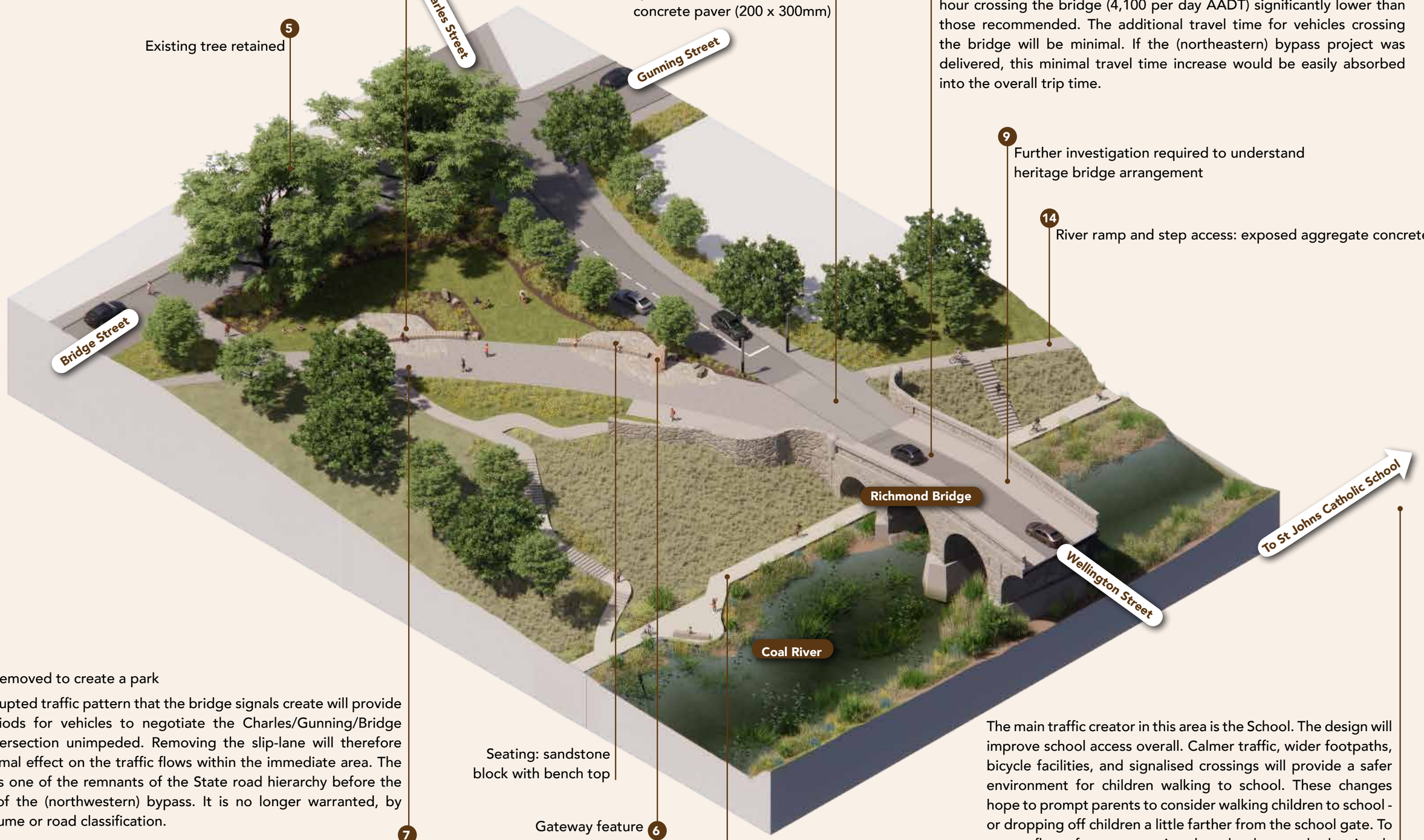
N

1. Mill play structure
2. Viewing deck
3. Interpretation panel: Acknowledging Land
4. Aboriginal plant use trail
5. Outdoor seating area
6. Play space expanded and integrated
7. Interpretation panel: Acknowledging Sky
8. Village Green
9. Improved footpath connection

Scale 1:300 @ A3

0 10 20m

3.2 **The Bridge**



Seating area: sandstone

Raised pedestrian crossing 3m wide: concrete paver (200 x 300mm)

5 Existing tree retained

8 Signalised single lane vehicle crossing

Guidance on one-lane bridges suggests that even for flows of 1,000 vehicles per hour, average wait times would be no more than 30 seconds. Tasmanian traffic data shows there are around 400 vehicles in the peak hour crossing the bridge (4,100 per day AADT) significantly lower than those recommended. The additional travel time for vehicles crossing the bridge will be minimal. If the (northeastern) bypass project was delivered, this minimal travel time increase would be easily absorbed into the overall trip time.

9 Further investigation required to understand heritage bridge arrangement

14 River ramp and step access: exposed aggregate concrete

Slip lane removed to create a park

The interrupted traffic pattern that the bridge signals create will provide large periods for vehicles to negotiate the Charles/Gunning/Bridge Street intersection unimpeded. Removing the slip-lane will therefore have minimal effect on the traffic flows within the immediate area. The slip-lane is one of the remnants of the State road hierarchy before the opening of the (northwestern) bypass. It is no longer warranted, by traffic volume or road classification.

7

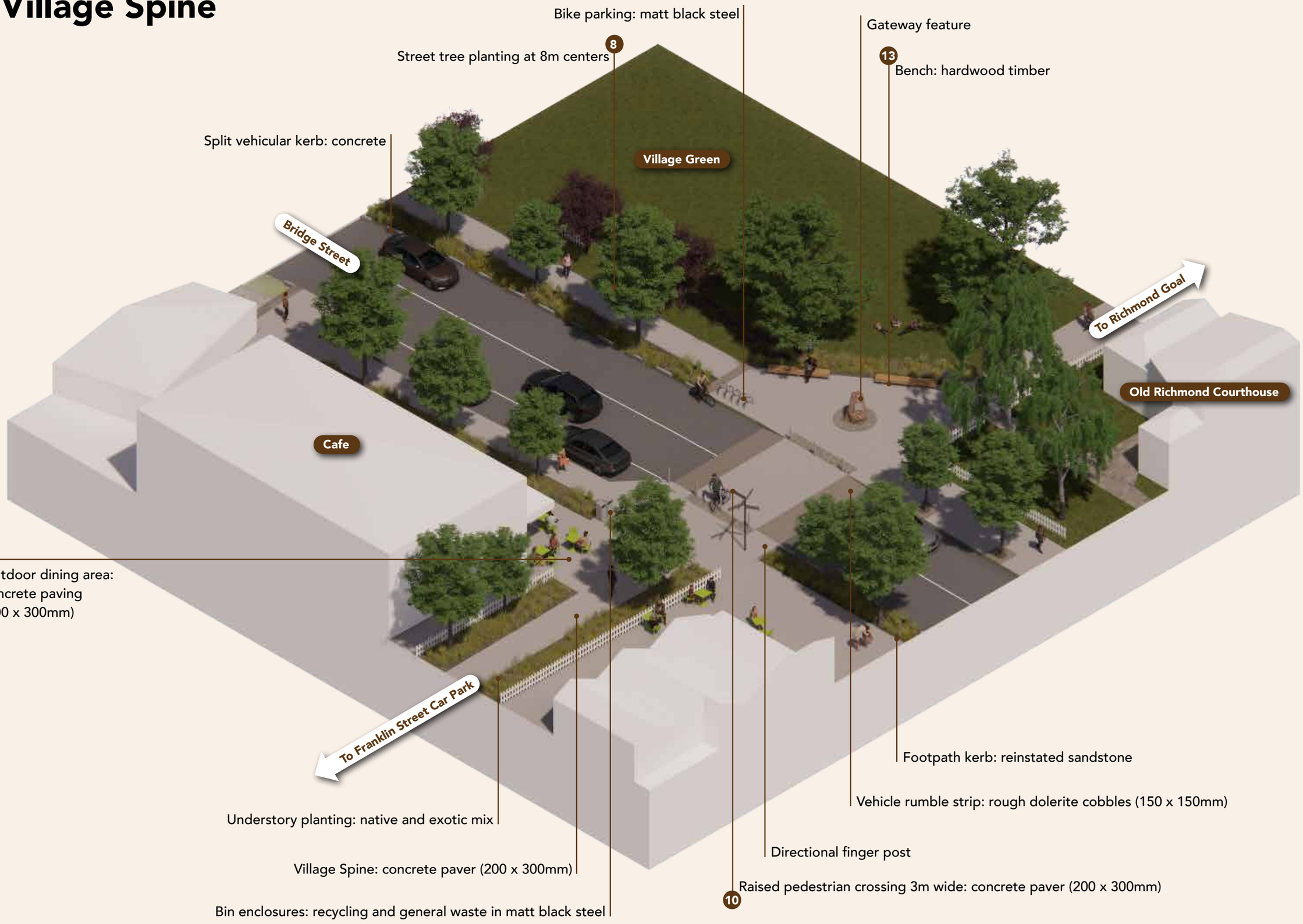
Seating: sandstone block with bench top

Gateway feature 6

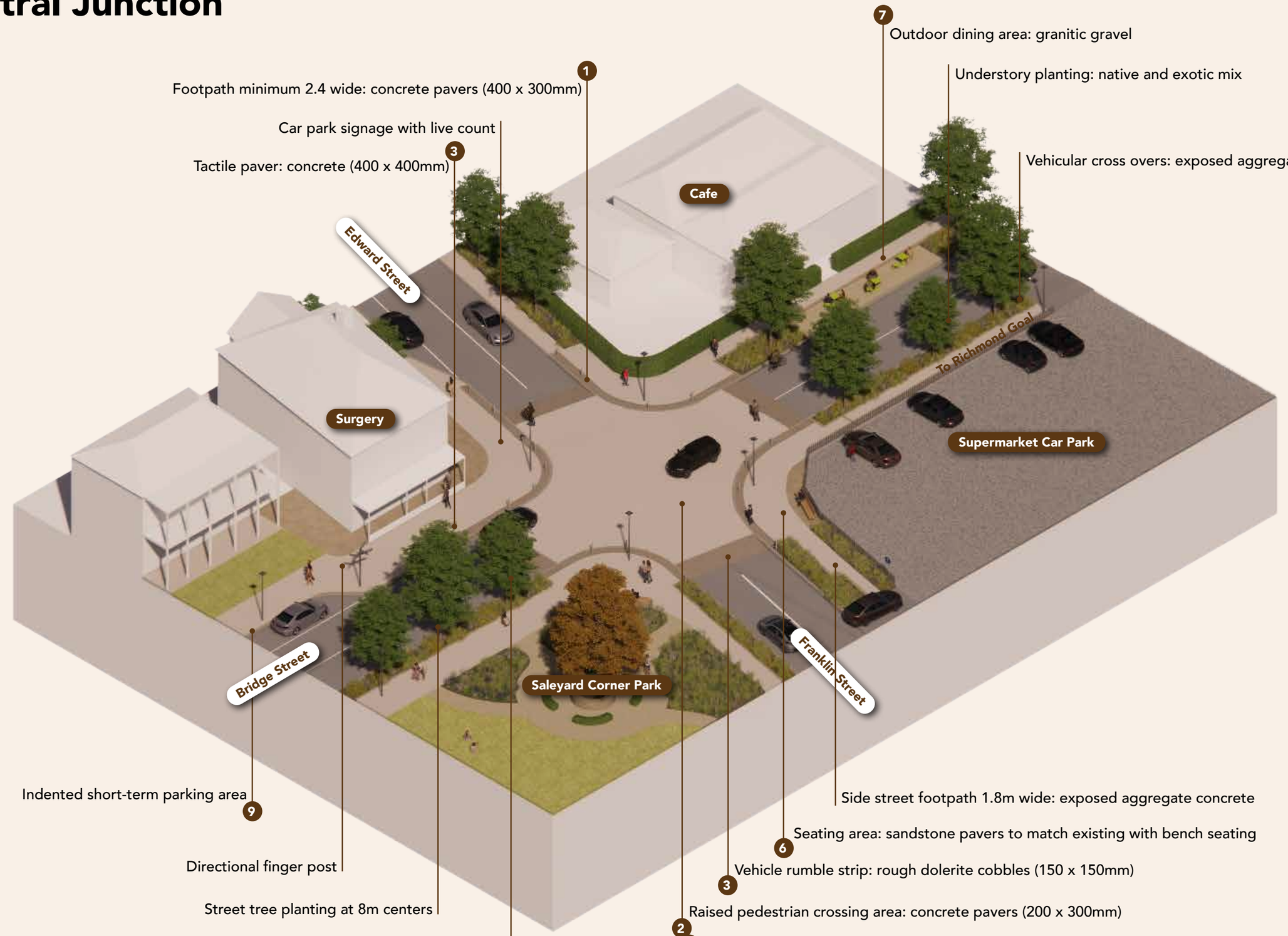
Existing footpath

The main traffic creator in this area is the School. The design will improve school access overall. Calmer traffic, wider footpaths, bicycle facilities, and signalised crossings will provide a safer environment for children walking to school. These changes hope to prompt parents to consider walking children to school - or dropping off children a little farther from the school gate. To ensure flow of users accessing the school car park, the signals will be positioned east of the school driveway and include a signal phase for exiting traffic. This will prevent school traffic from being impeded by cars queuing at the bridge signal.

3.3 **Village Spine**



3.4 **Central Junction**



Footpath minimum 2.4 wide: concrete pavers (400 x 300mm) 1

Car park signage with live count

Tactile paver: concrete (400 x 400mm) 3

Outdoor dining area: granitic gravel 7

Understory planting: native and exotic mix

Vehicular cross overs: exposed aggregate concrete

Indented short-term parking area 9

Directional finger post

Street tree planting at 8m centers

Civic bollard: matt black

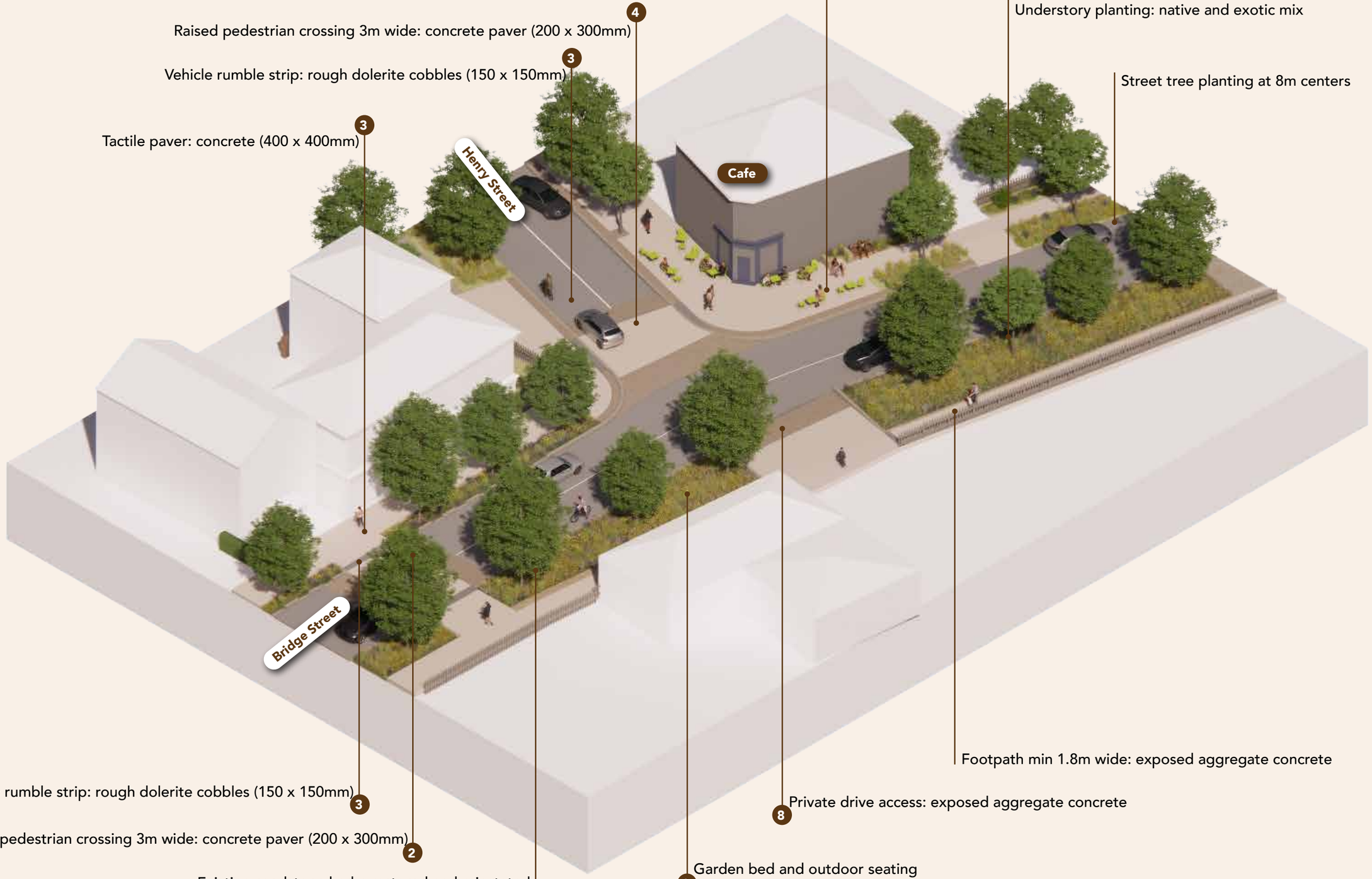
Side street footpath 1.8m wide: exposed aggregate concrete

Seating area: sandstone pavers to match existing with bench seating 6

Vehicle rumble strip: rough dolerite cobbles (150 x 150mm) 3

Raised pedestrian crossing area: concrete pavers (200 x 300mm) 2 4

3.5 **Street Intersection**



5 Outdoor dining area: concrete paving (400 x 300mm)

Understory planting: native and exotic mix

Street tree planting at 8m centers

4 Raised pedestrian crossing 3m wide: concrete paver (200 x 300mm)

3 Vehicle rumble strip: rough dolerite cobbles (150 x 150mm)

3 Tactile paver: concrete (400 x 400mm)

Footpath min 1.8m wide: exposed aggregate concrete

8 Private drive access: exposed aggregate concrete

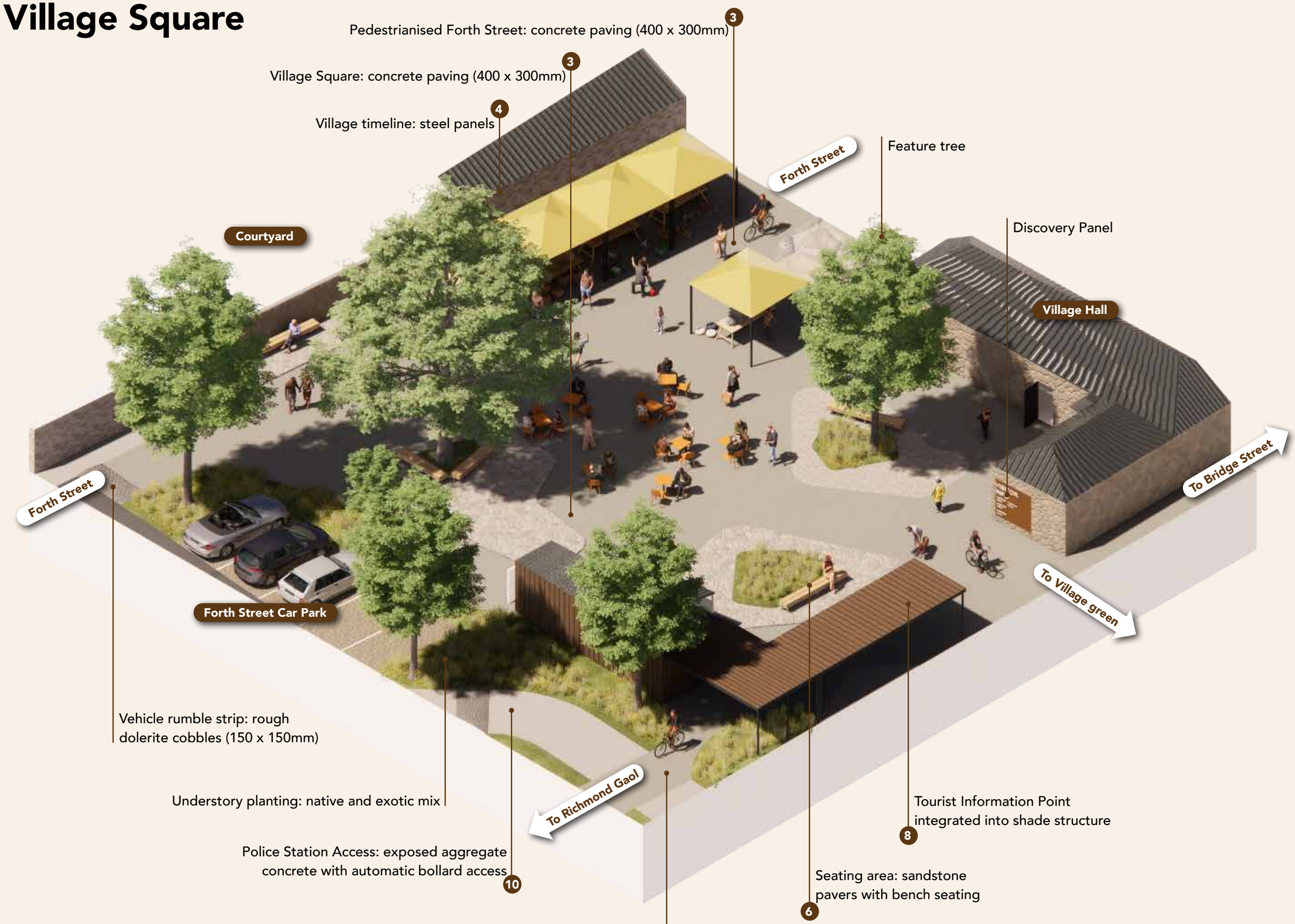
9 Garden bed and outdoor seating

Existing sandstone kerbs restored and reinstated

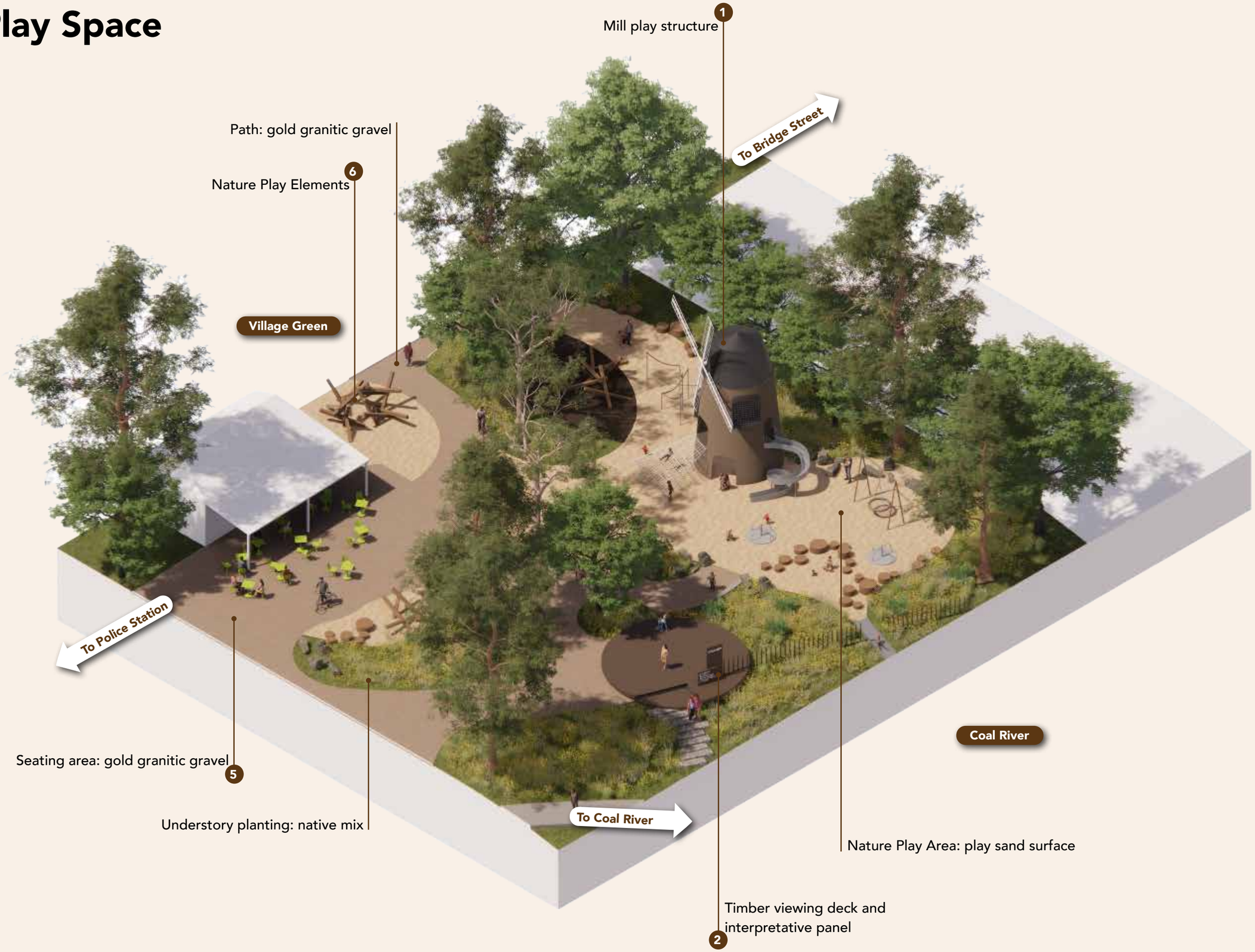
2 Raised pedestrian crossing 3m wide: concrete paver (200 x 300mm)

3 Vehicle rumble strip: rough dolerite cobbles (150 x 150mm)

3.6 **Village Square**

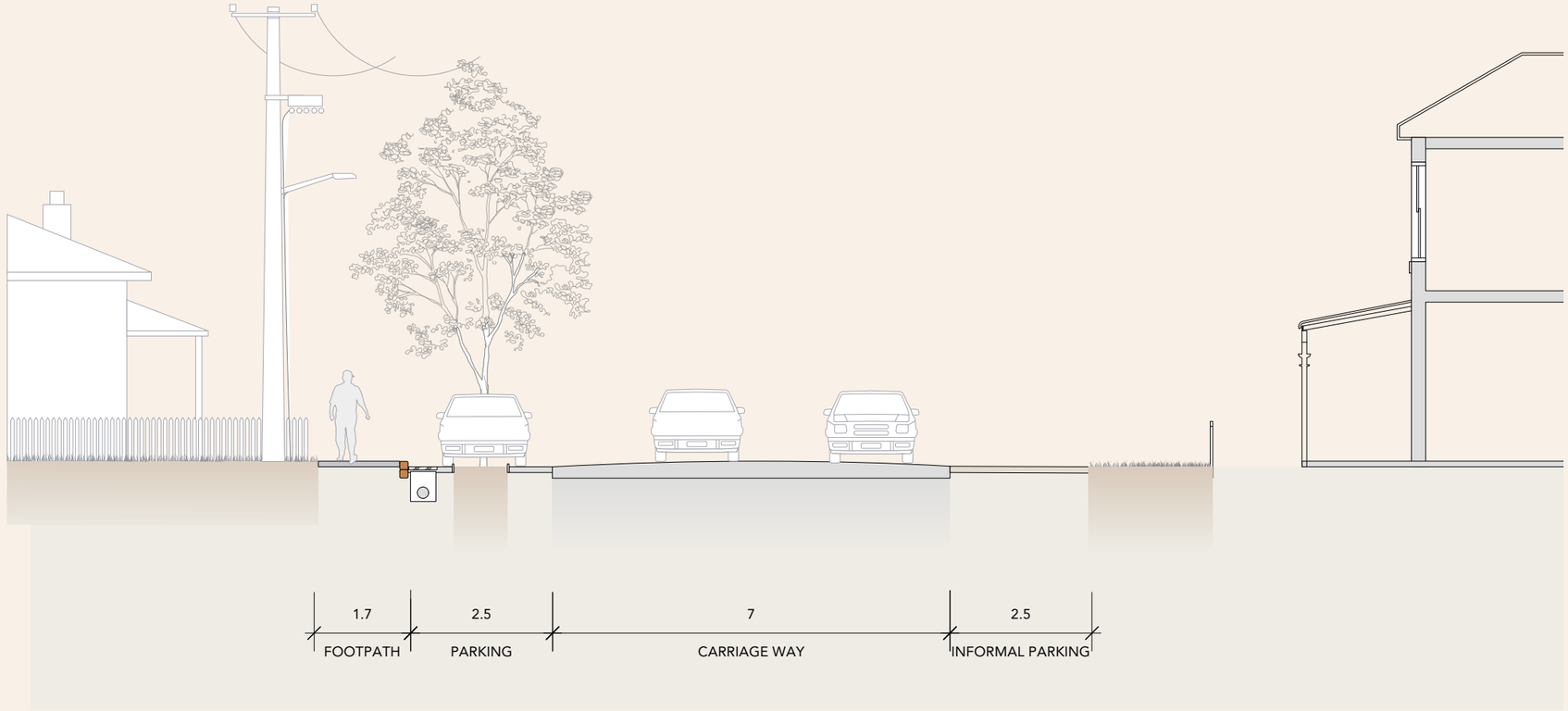


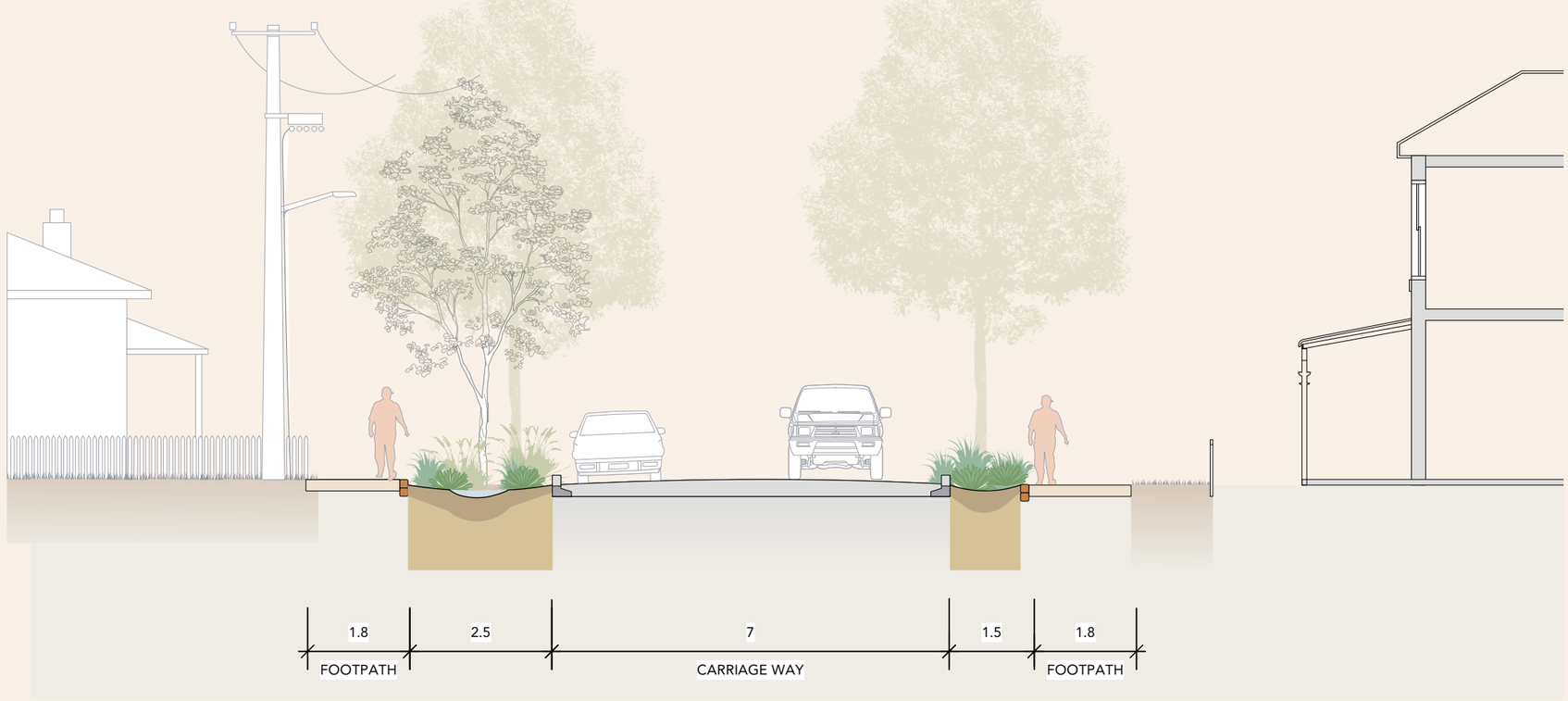
3.7 **Play Space**



4.6 **Sectional Application**

SECTION 1: BRIDGE ROAD SOUTH

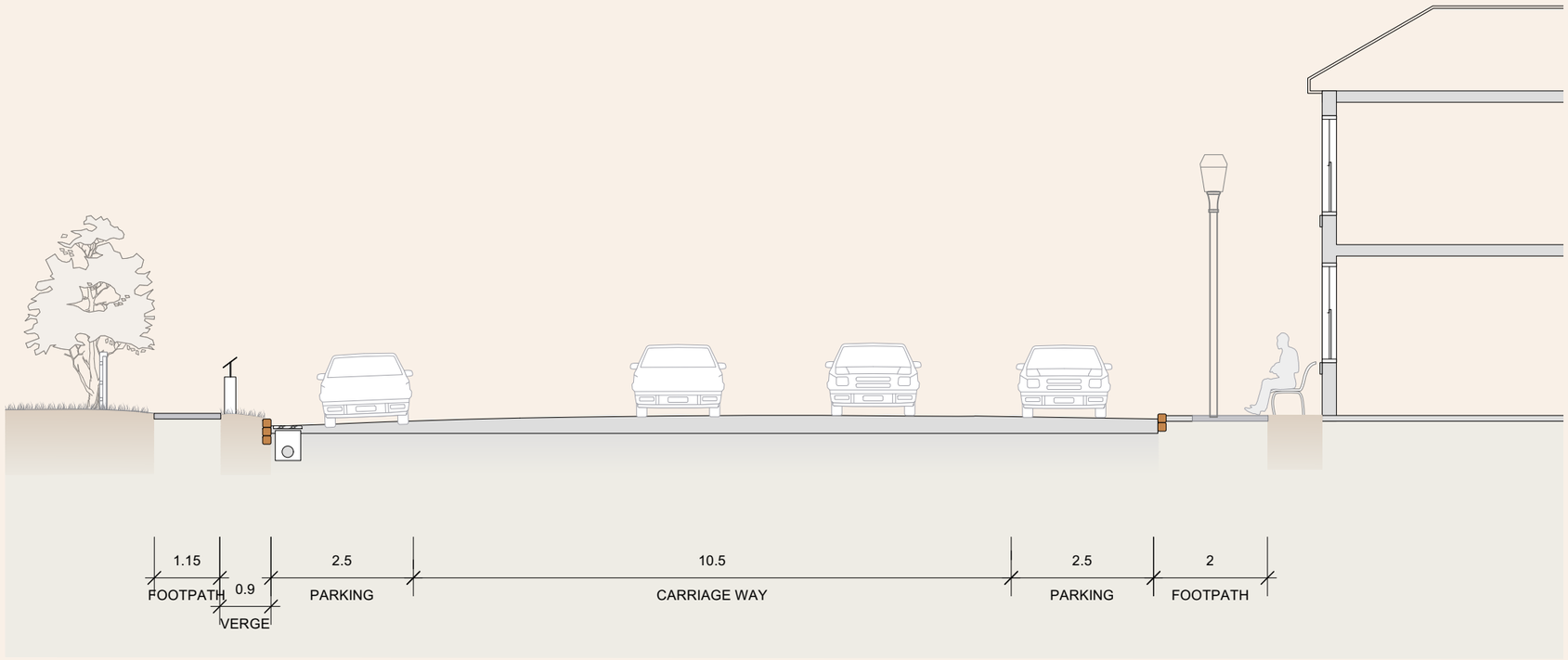






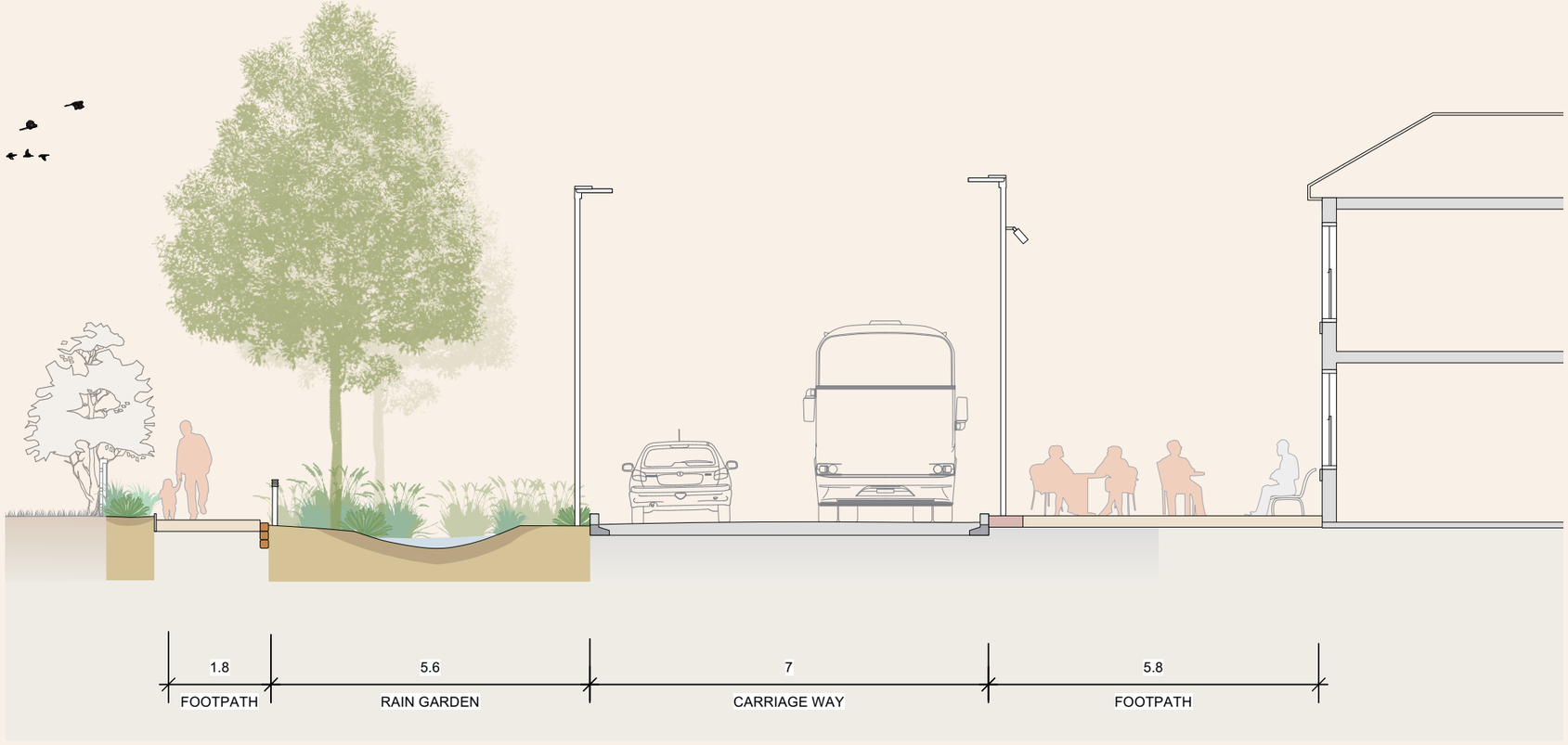
Location N.T.S.

SECTION 2: BRIDGE ROAD / HENRY STREET INTERSECTION

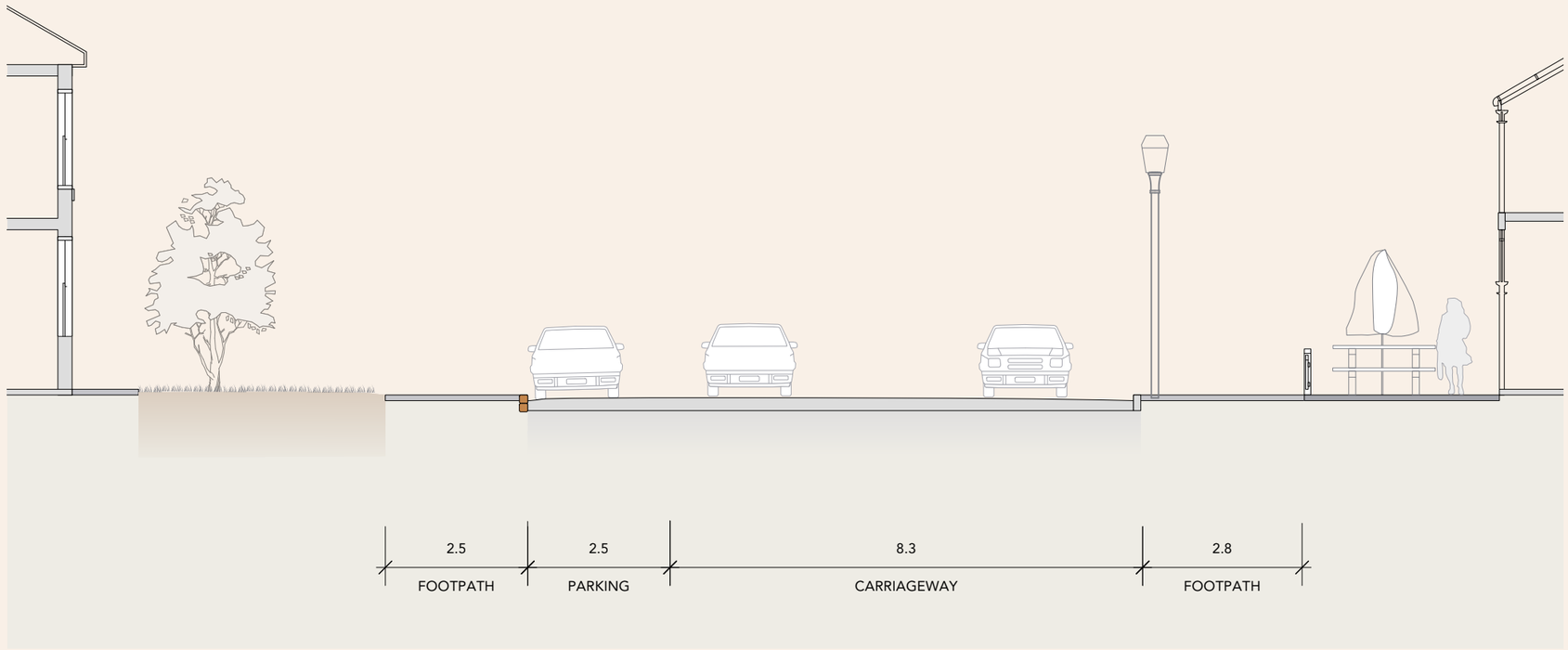


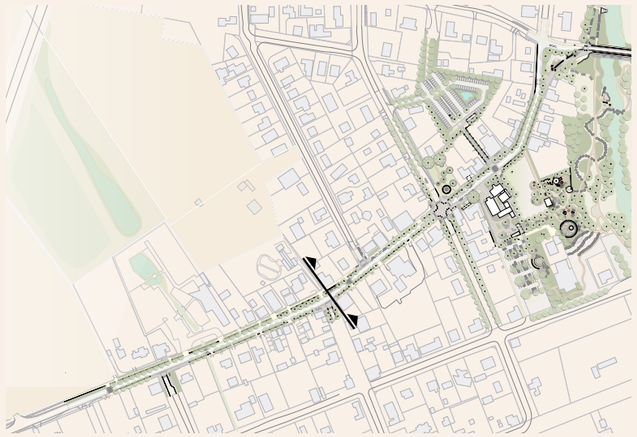


Location N.T.S.

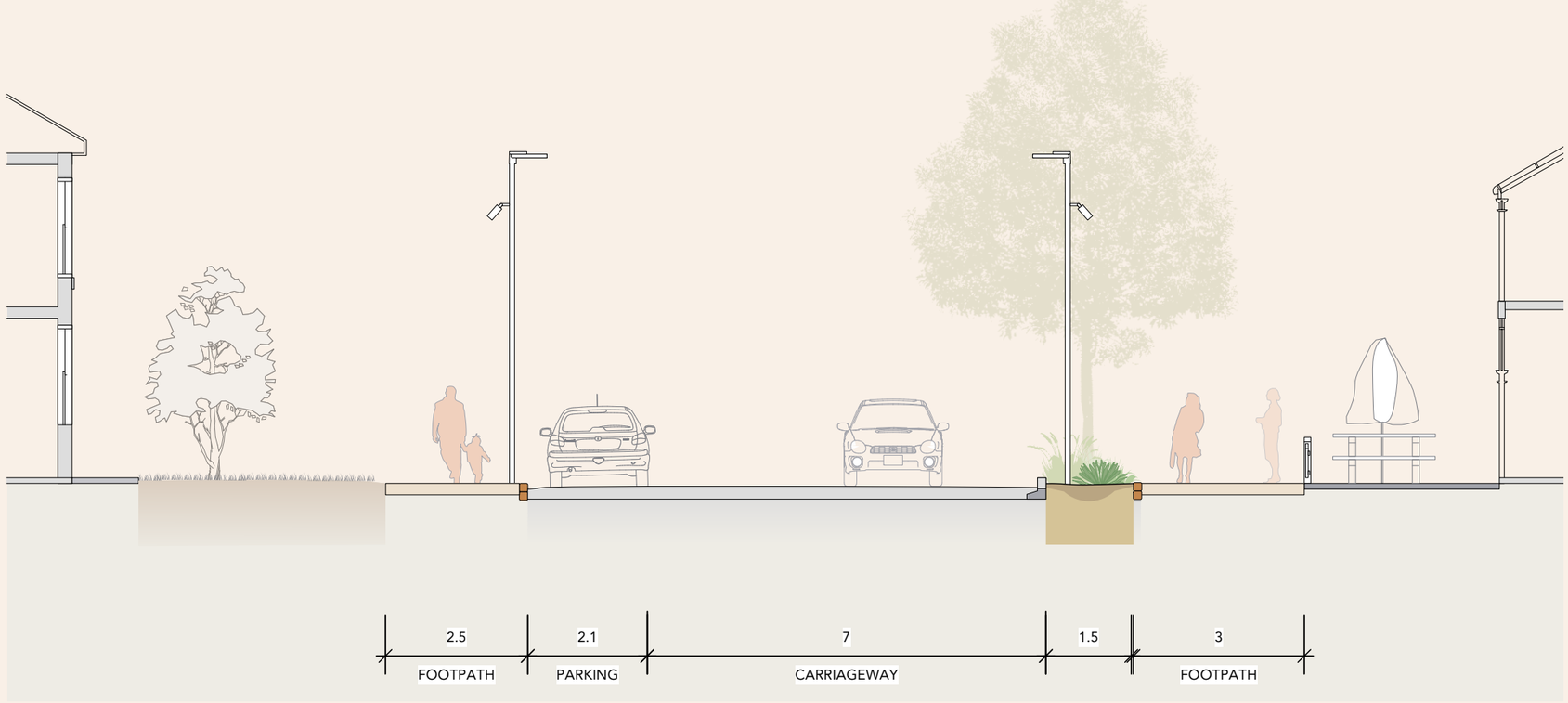


SECTION 3: BRIDGE ROAD / PERCY STREET INTERSECTION

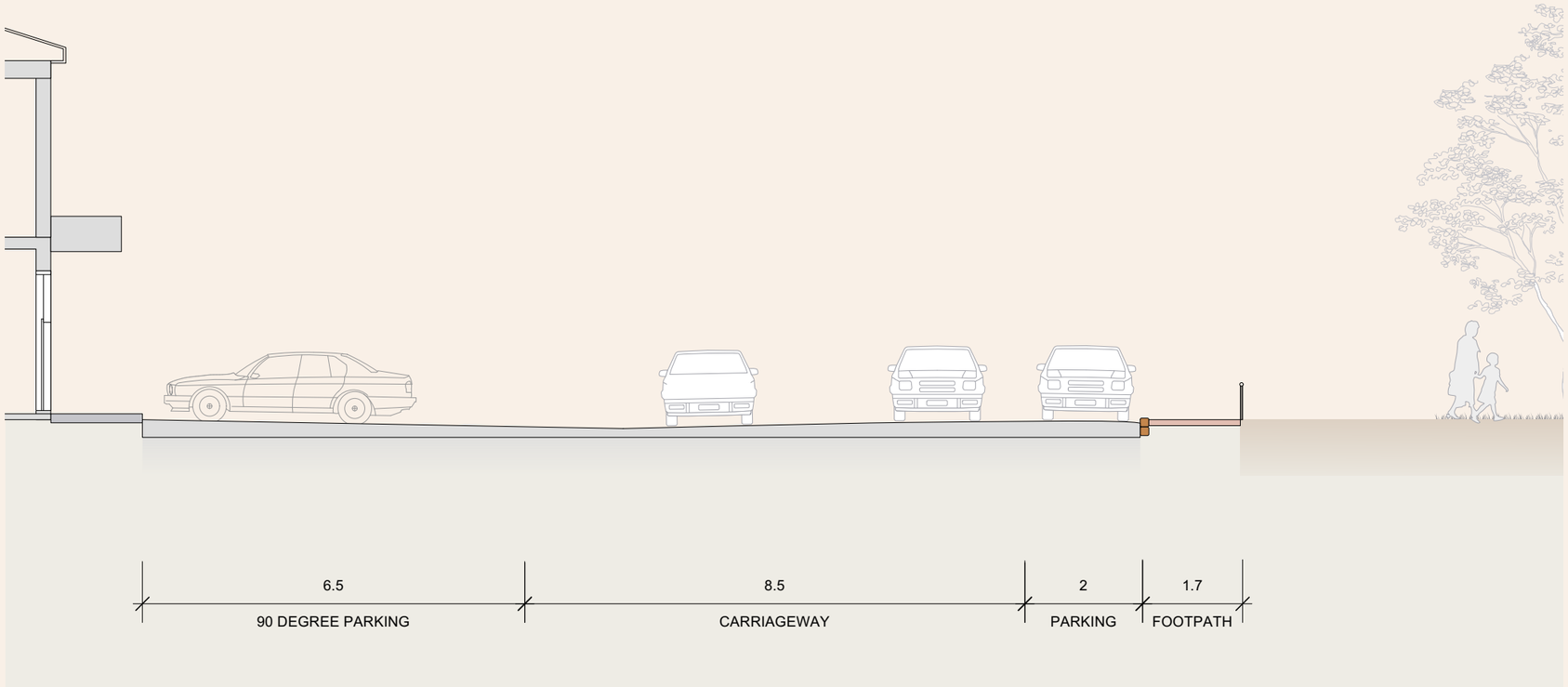


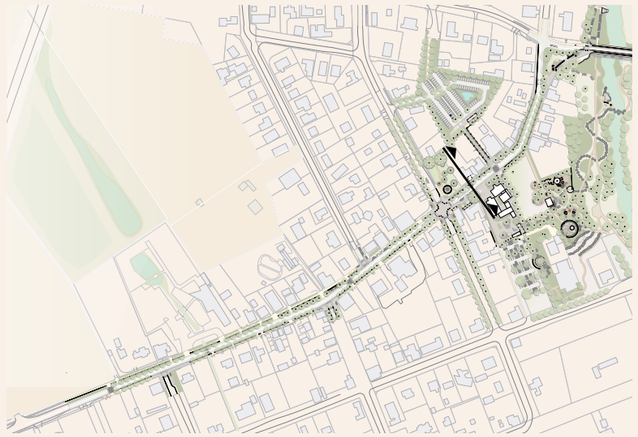


Location N.T.S.



SECTION 4: BRIDGE ROAD / VILLAGE GREEN





Location N.T.S.

