MOVEMENT AND ACCESS STRATEGY

GAWLER TOWN CENTRE

Prepared by the partnership team of Be Engineering and **Jensen PLUS** for the **Town of Gawler**

Acknowledgement of Country

WE ACKNOWLEDGE THE BARNGARLA PEOPLE, THE TRADITIONAL OWNERS OF THE LAND ON WHICH THE CITY OF PORT LINCOLN RESTS AND THEIR CONTINUING CONNECTION TO LAND, SEA, CULTURE AND COMMUNITY. WE PAY OUR RESPECTS TO ELDERS PAST, PRESENT AND EMERGING, AND WE EXTEND THAT RESPECT TO ALL OTHER ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLES IN OUR COMMUNITY.

REVISION	DESCRIPTION	AUTHOR(S)	REVIEWED	APPROVED	DATE
0	ISSUED FOR CONSULTATION	ME	CD	ME	18/05/2026



Document Control

DOCUMENT TITLE	MOVEMENT AND ACCESS STRATEGY GAWLER TOWN CENTRE

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1. INTRODUCTION

As part of the development of the Gawler Town Centre Structure Plan and Development Delivery Framework (The Project), Be Engineering Solutions have been engaged by Jensen PLUS to prepare a Movement and Access Strategy. The Project aims to deliver an updated Structure Plan, which will guide the future growth, development and revitalisation of Gawler's Town Centre, supporting its role as a key regional gateway.

Key objectives for Movement and Access within the Town Centre include:

- Summarising existing transport and access conditions,
- Preparing a Movement (M) and Place (P) assessment for the road and street links to identify current and desirable future M and P functions to outline a Functional Road and Street Hierarchy,
- Developing supporting practical and achievable treatments that align and integrate with the Structure Plan's Vision and Objectives for inclusion in Council's long term financial plan,
- Considering broader regional and state planning objectives, and
- Considering community engagement feedback.

The Gawler Growth Framework 2046 (G2046) identified that Town of Gawler is expected to increase in population from 25,300 to 43,300 by 2046. Estimates from Planning and Land Use Services indicate this growth rate may be even higher. This presents both opportunities and challenges for future planning now to ensure this growth and the Town Centre is supported, sustainable and integrated with the wider region.

In preparing this strategy a network review has been undertaken considering walking, cycling, public transport and the road network, including traffic volumes, speed and road crashes.

Data reviews have included traffic turning movement surveys, traffic tube count data including speed survey data, pedestrian and cycling observations (by council staff) and parking utilisation data which have been further summarised in the following sections.

The central section of Murray Street is owned and maintained by the Town of Gawler while the approaching and connecting roads to the north and south of Murray Street (Adelaide Road and Main North Road) are owned and maintained by the Department for Infrastructure and Transport (DIT) as shown in red in Figure 1.

Road safety, traffic volumes, congestion during peak times, heavy vehicle movements and behaviours, and pedestrian and cycling accessibility are key issues for the Town Centre. A Community Engagement process is also being undertaken to involve the community.

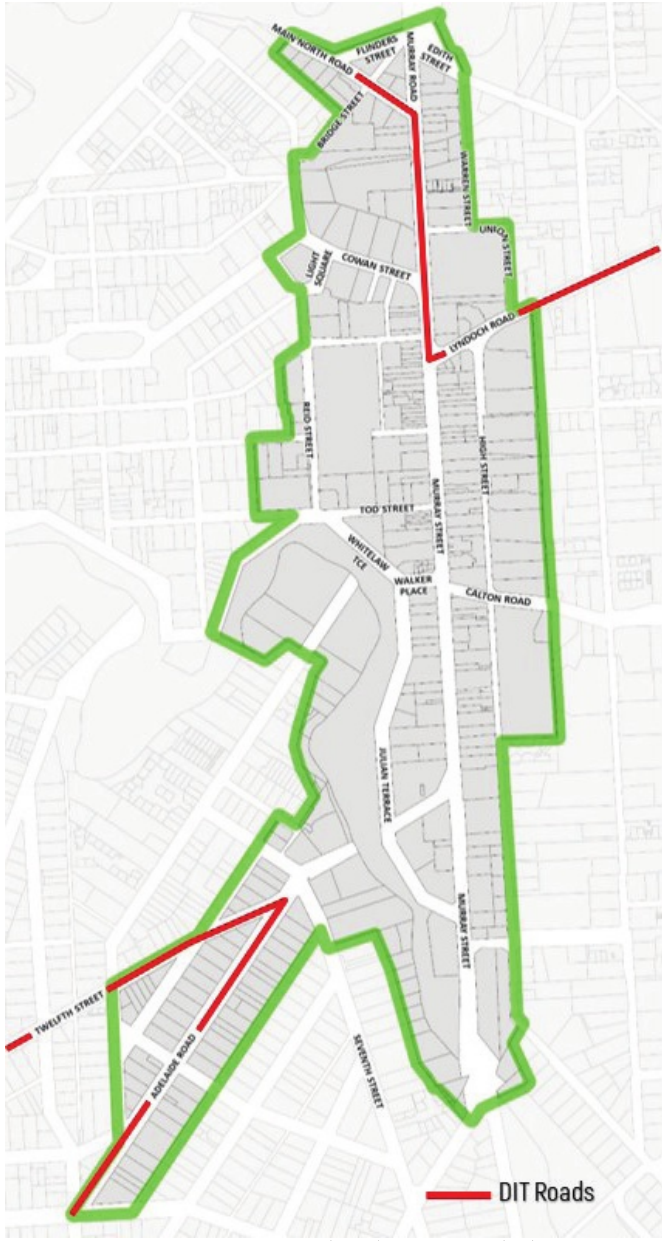


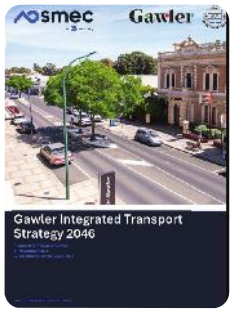
Figure 1 - The Gawler Town Centre Extents (green) and DIT Roads (red)

2. STRATEGIC CONTEXT

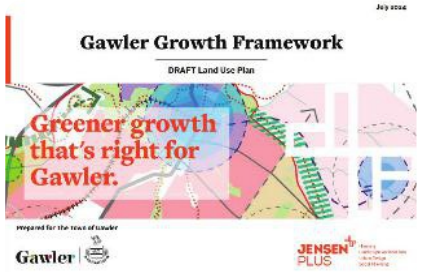
This strategy focuses on the Town Centre acknowledging that broader strategic investigations have already been completed by the Town of Gawler. A high level evaluation has been undertaken to ensure existing strategies and objectives are acknowledged and considered together with the focus on the Town Centre.



The Greater Adelaide Regional Plan (GARP) recognises Gawler as a 'District' level activity centre providing services, retail, entertainment, recreation, cultural experience and local government functions.



The Gawler Integrated Transport Strategy (GITS) highlights the Gawler Town Centre as the primary retail focus amongst future surrounding growth areas. It provides the overarching transport vision for Gawler along with a list of short and long term strategic transport objectives for the broader Council area.

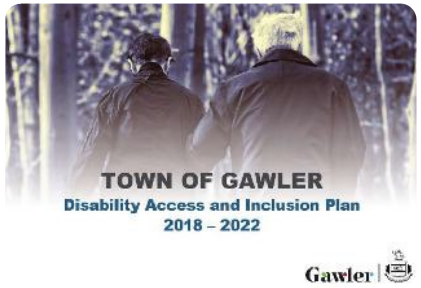


The Gawler Growth Framework outlines the broader land use plan based on a vision and guiding principles as a long term guide for the Town of Gawler. It identifies key infrastructure and access and movement features along with identifying opportunities for Gawler and its Precincts.

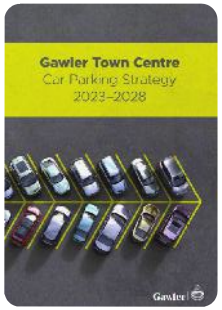


The Walking and Cycling Plan highlights key routes and improvements as part of a Council wide network and provides an action plan list that is reviewed annually.

Within the context of the Town Centre, recommendations and actions identified in the plan have largely been completed. Those remaining require further planning and design and have been emphasised as part of the proposed Structure Plan interventions.



The Disability Access and Inclusion Plan highlights the need for improvements to align with the Disability Discrimination Act (DDA) to achieve inclusive outcomes that support improved accessibility overall. Actions in the plan are generally non location specific 'principles' such as more accessible parking, better paths/links to land use, signage and more pedestrian crossings.



The Car Parking Strategy identified recommendations and that there is capacity for current parking demand within the Town Centre with demand predicted to increase. Community perceptions identify apparent difficulty finding parking spaces and that more parking and/or wayfinding should be prioritised for the future.

3. RECENT IMPROVEMENTS



Figure 2 – Gawler Civic Centre Accessible Bay



Figure 3 - Left Turn Slip Lane Signal Control, Murray St/Lyndoch Rd



Figure 4 - 40km/h Area Speed Limits installed

Council has been actively investing in the Town Centre and broader Council area and has delivered numerous transport related renewal and improvement projects to support its infrastructure and the facilities for the community including:

- **A new accessible parking bay upgrade in front of the Gawler Civic Centre – 2025**

  The project has provided a new formal and compliant space for users enabling improved access to the Town Centre. Murray Street would further benefit from additional accessible spaces to achieve at least one space in either direction of travel (Figure 2).

- **Staged Murray Street upgrades from Twelfth Street to Lyndoch Road – 2014 - 2019**

  Included a series of staged projects to improve the town centre, including infrastructure like upgraded footpaths, road pavement, lighting, and stormwater drainage, enhancing the town's appearance, and improving accessibility for pedestrians and cyclists.

- **Road safety improvements at intersections - Adelaide Road / Nineteenth Street roundabout (2018) and Murray Street and Lyndoch Road intersection – 2022 (Figure 3).**

  There are other locations along Murray Street and at intersections presenting further opportunity for improvement.

- **Reduced area speed limits of 40km/h – 2025**

  Installed at local roads Union Street, Warren Street, Edith Street, Short Street and Blanch Street, improving road safety (Figure 4). The Town Centre road network and surrounding suburbs would benefit from further reduced speed limits for consistency and improved road safety.

4. RECENT IMPROVEMENTS CONTINUED

- **Walker Place Upgrade – 2020**

  Creating a unique public space for visitors and the community, connecting Murray Street, shopping areas and open space (Figure 5). There are other similar links to Murray Street that would benefit from increased placemaking upgrades such as Tod Street and Jacob Lane for example.

- **High Street and Lyndoch Road pedestrian refuge – 2020**

  Providing a formal and safe crossing point across Lyndoch Road (Figure 6). This site was previously a blackspot location with recorded crashes. Following implementation there have been no further crashes recorded at the intersection. More crossing infrastructure within the Town Centre will improve safety and accessibility.

- **Warren Street shared path rail crossing - 2022**

  Providing a connection across the road corridor linking as part of the Greater Gawler cycling way, linking Clonlea Park and Pioneer Park and the Visitor Information Centre and Bike hub (Figure 7). This is a key north south connection that could be used to further link from the southern precincts and suburbs of Gawler.

- **Gawler Rail Line Electrification – 2022**

  Electrification of rail from Adelaide to Gawler and a new pedestrian Bridge at King Street (Figure 8). The upgrade provides a sustainable transport option and a quieter and smoother journey for passengers. Gawler Central is a key transport hub for the Town Centre.



Figure 5 - Walker Place Upgrade



Figure 6 - Pedestrian Refuge on Lyndoch Road



Figure 7 - Warren Street Shared Path Crossing



Figure 8 - Pedestrian Bridge to Gawler Central

5. WALKING

From the centre of Murray Street, the majority of the Town Centre is within a 400-800m radius, as shown as circles in Figure 10, supporting walking trips of 5-10 minutes and there is a footpath on at least one side of each road or street.



Figure 9 – Existing Footpath Network (GITS)

There are various crossing facilities (Figure 10) including:

- pedestrian refuges and walkthroughs,
- raised wombat crossings with 40km/h speed limits,
- three Pedestrian Activated Crossings (PAC's)
- pedestrian bridges over the South Para River and railway corridor
- pedestrian crosswalks at traffic signals
- railway level crossing mazes

To the south of the South Para River, the DIT roads, Adelaide Road and Twelfth Street offer limited pedestrian and cycling crossing points.

The broader Town Centre is well connected as part of Council's footpath network. Narrow crossing points or narrow sections of footpath exist (Figure 9) in some locations due to road widths and narrow verge areas, however they represent a small proportion of the overall footpath network.

In addition to the footpath network there are recreational shared paths (green lines) providing additional connectivity (Figure 10).

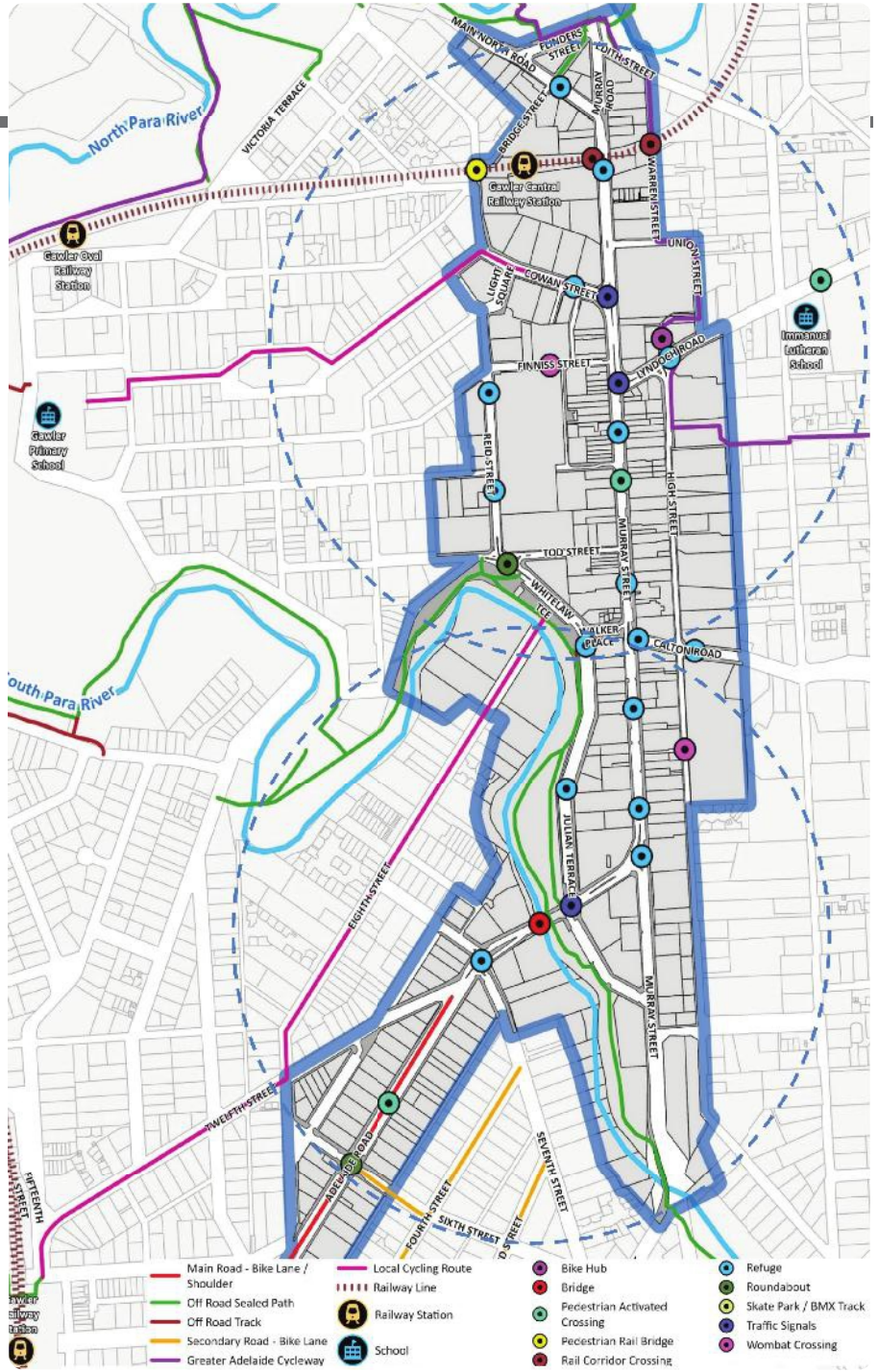


Figure 10 - Key Walking and Wheeling Routes within the Town Centre

6. CYCLING

Cycling infrastructure is limited within the Town Centre and while there are shared path routes following the Gawler Rivers Path – Tapa Pariara, there is no formal shared path or bicycle lanes linking north-south through the Town Centre or between the river paths and the Greater Adelaide Cycleway.

Murray Street is signed as a bike route to the Gawler Cycle Way (refer Section 20). Eighth Street, Julian Terrace and High Street offer low traffic on-road alternative routes for north south cycling connections to the Town Centre and surrounding suburbs.

The Gawler Bike Hub (Figure 10) at Pioneer Park provides information and end of trip facilities. These services complement and link with the Greater Adelaide Cycleway to the east to the Barossa and existing trails to the north.

There are dedicated bike lanes along Adelaide Road between the Nineteenth Street roundabout and the river however these are not continuous through to other paths and trails.

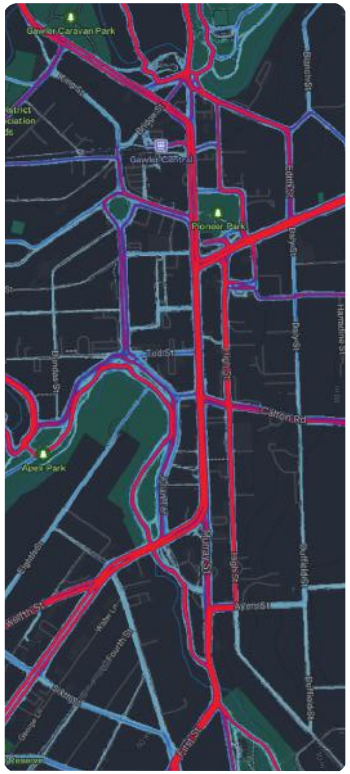


Figure 11 - Cycling (Strava) Heat Map Data

Survey data recorded along Murray Street identifies that cycling numbers are generally low with less than 10 cycle trips recorded per day.

Strava sample data (Figure 11) highlights cycling utilisation of Murray Street, the Gawler Cycleway, the river shared paths, High Street and Calton Road (the brighter routes on the heat map). High Street is represented for north south movements as a parallel alternate route to Murray Street, which connects south to Main North Road via Ayers Street ans First Street.

The Town of Gawler Walking and Cycling Plan identifies priority actions and recommended routes for cycling within the broader Council area including:

- bike lanes along Calton Road
- bike advisory markings (sharrows) along Cowan Street (example Figure 17)
- Design for safety improvements at the Tod Street roundabout and Sixth Street roundabouts

These recommendations along with others have been included as part of a list of project options in Section 30.

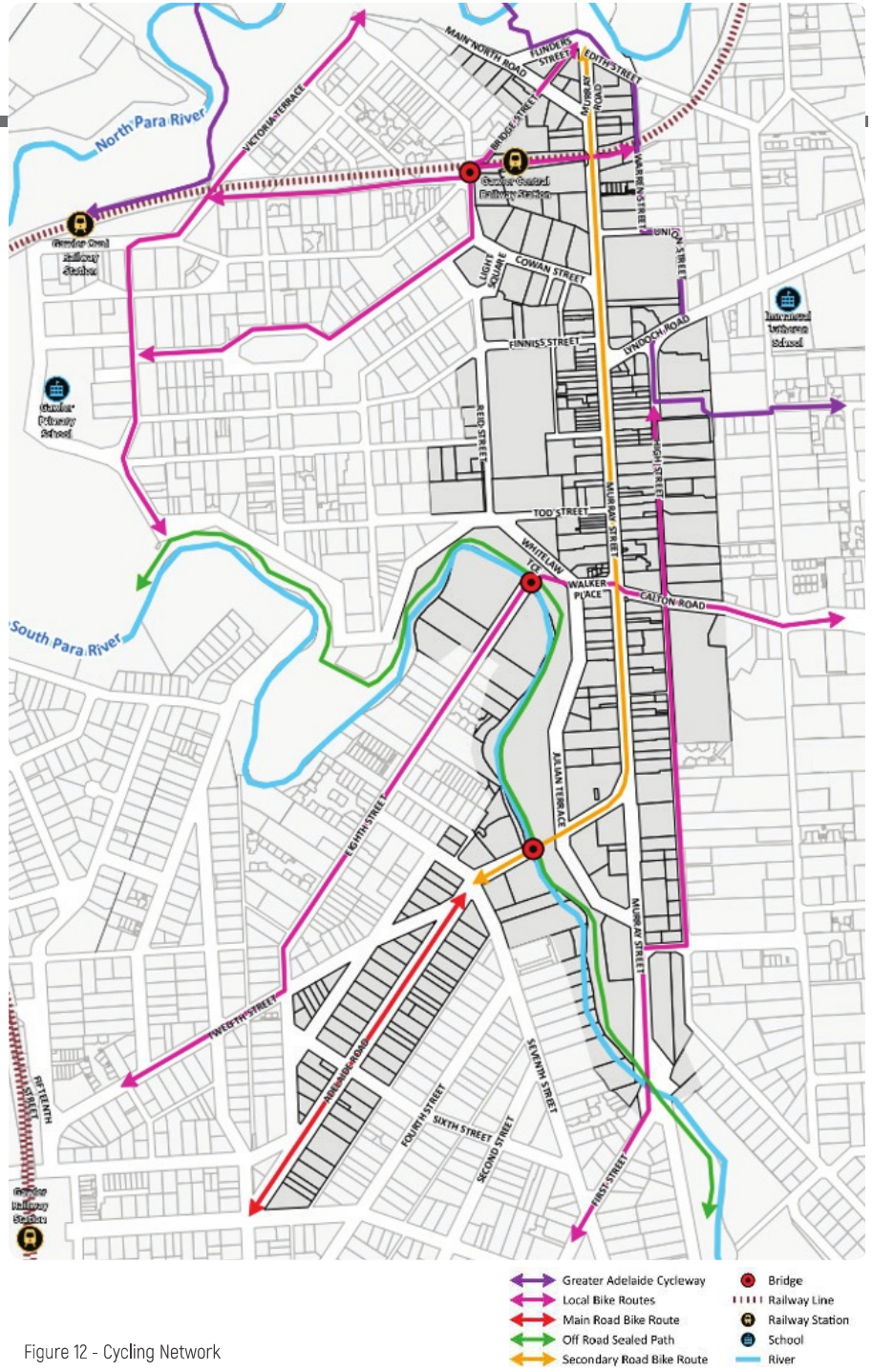


Figure 12 - Cycling Network

7. MURRAY STREET WALKING AND CROSSING DATA

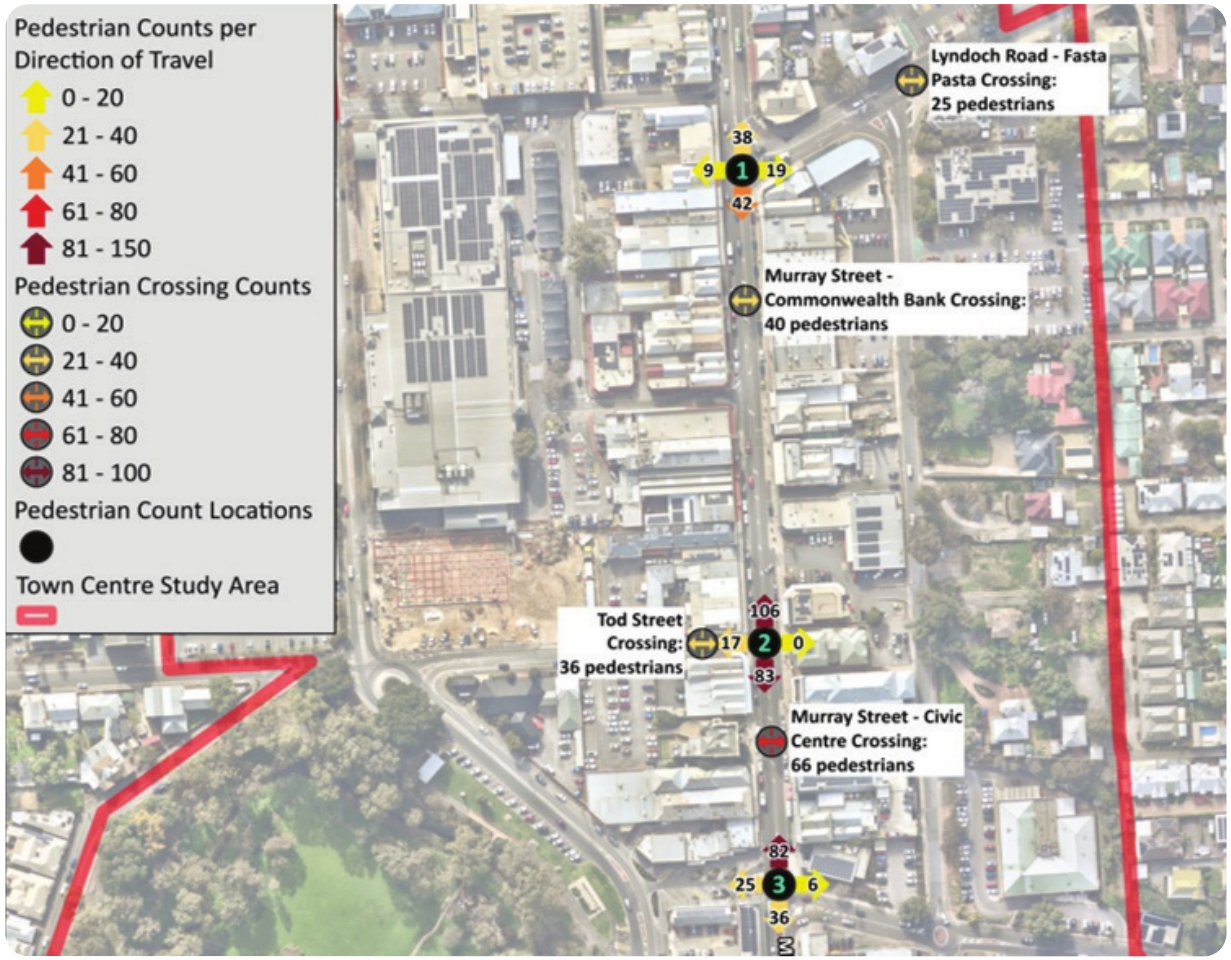


Figure 13 - Lunchtime sample of pedestrian crossing numbers

Pedestrian survey samples were undertaken by Council staff on weekdays along Murray Street to understand typical pedestrian and cycling movements and crossing behaviours between the Lyndoch Road and Julian Terrace intersections (Figure 13).

The surveys highlight:

- People cross at formal crossings and all along Murray Street where most convenient considering gaps in traffic. The lunchtime period generally recorded the most pedestrian movements.
- Murray Street is difficult to cross. Pedestrians often attempted to cross outside of formal crossing points and then diverted to nearby crossings due to the amount of passing traffic. Pedestrians are often delayed waiting for gaps in traffic and at traffic signal intersections / signalised crossings, reducing pedestrian level of service.
- There is pedestrian crossing demand to/from Tod Street to Murray Street presenting opportunity for an additional crossing linking to the Murray Street.
- Drivers would on occasion stop and give way to pedestrians and pedestrian crossing numbers support consideration for upgraded pedestrian priority crossings subject to further traffic analysis.
- The pedestrian refuge outside the Gawler Civic Centre was the most utilised crossing along the length of Murray Street.
- There was substantially less pedestrian activity at the southern end near the Julian Terrace / Murray Street traffic signals compared with the northern section from Calton Road to Lyndoch Road.



Figure 14 - Gopher User at Lyndoch Road Intersection



Figure 15 - Cyclist On Murray Street Footpath

8. WALKING AND CYCLING SUMMARY



Figure 16 - Drivers Giving Way to Pedestrians Crossing



Figure 17 – Union St Sharrow Bicycle Marking



Figure 18 - Example of wombat crossing(source from City of Holdfast Bay)

Based on the data collected, the following observations and recommendations have been identified:

- Eighth Street, Julian Terrace High Street and First Street offer network alternatives to Murray Street to support north south cycling connectivity to and from the Town Centre and to the Gawler Cycleway. Advisory marking can be used to mark the route (Figure 17).
- Murray Street is difficult to cross (Figure 16) and Intersections prioritise vehicle traffic. Operational reviews of intersections, traffic calming and more crossing opportunities should be prioritised to improve safety for walking and cycling movements.
- Murray Street and Tod Street intersection is a key east west link to Murray Street and could provide improved access for pedestrians.
- Subject to consultation, Calton Road (as identified in the Walking and Cycling Strategy) is an east west connection for cycling that could adopt on road peak period bicycle lanes between Cheek Avenue and Murray Street.
- Adelaide Road and Twelfth Street (DIT roads) offer limited pedestrian and cycling crossing points along the roads and side roads. More crossing infrastructure along these roads should be prioritised.
- Upgrading existing refuge crossings to pedestrian priority crossing could encourage more walking, cycling and crossing movements along Murray Street (Figure 18).

9. PUBLIC TRANSPORT

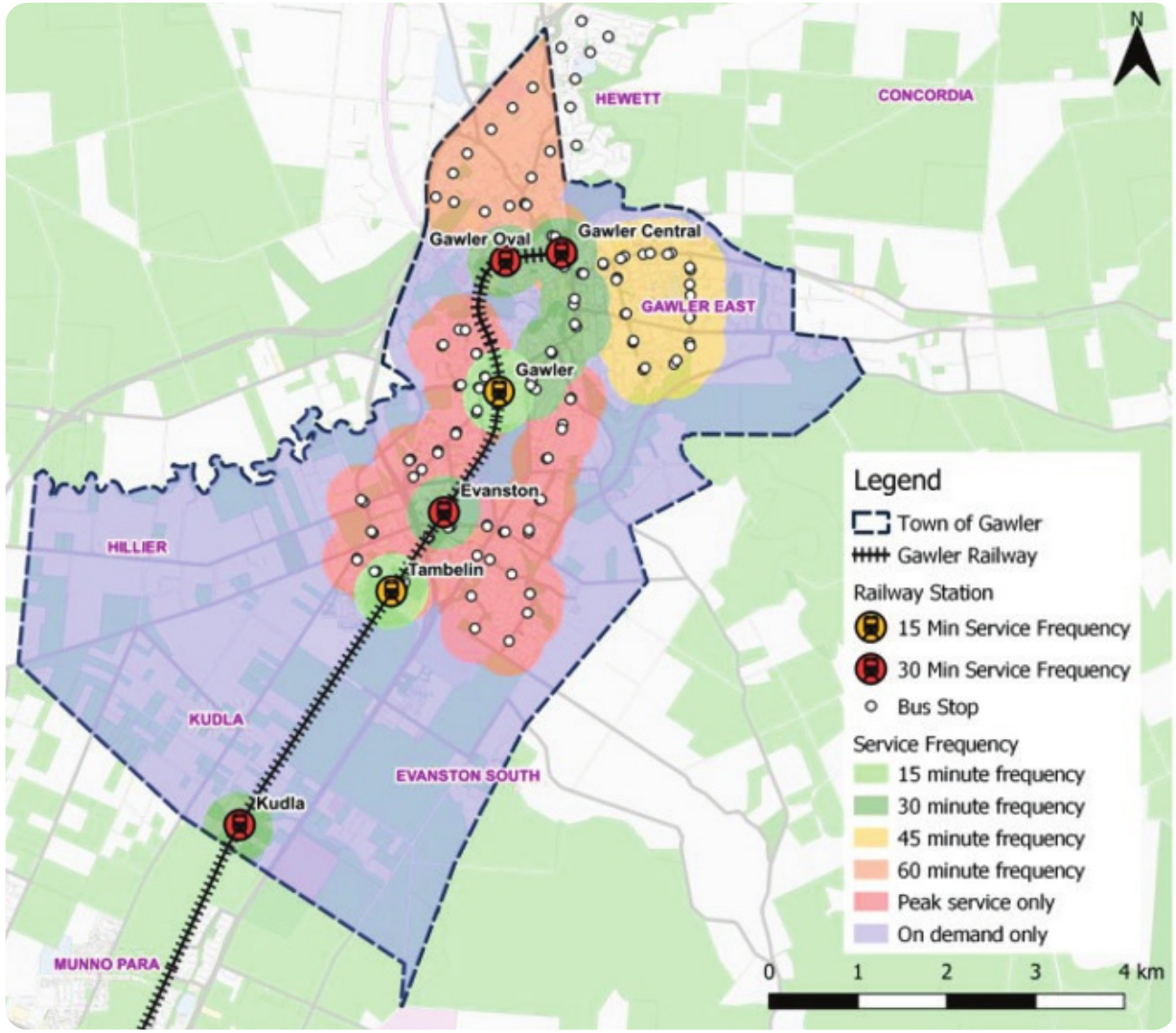


Figure 19 – Bus routes coverage and frequency in Gawler (GITS)

The Gawler Rail line is the main public transport service accessible via 3 stations within the Town of Gawler Council area including Gawler Central Station, Gawler Station and Gawler Oval Station. There are local bus services that loop within the broader Council area, all starting and ending at Gawler Station. Routes 491 and 492 stop and travel through the Town Centre along Murray Street along with an On Demand 495 Bus Service. Council does not run or operate the public transport services (including the on-demand service). LinkSA operates various regional bus services which also travel through the Town Centre road network.

Based on the data collected, the following observations and recommendations have been identified:

- Within the Town Centre, bus stops provide a high level of accessibility for all users and are appropriately located and indented maintaining traffic flow during pick up and drop off.
- Public transport has a low usage (1.4%) for local work trips (GITS). With approximately 30% of the population working in the Gawler-Two Wells region (GITS), existing public transport routes (train or bus) do not extend far enough or with a reliable frequency to encourage them as a genuine mode option.
- The 493 and 494 routes (or an additional route) could provide a route link option to Murray Street connecting more Precincts within Gawler. Weekend services in addition to the Monday to Friday services could be offered.
- If the Gawler Central Station was able to operate with higher frequency train services, both the 491 and 492 routes could be shortened and loop around Light Square (assuming service frequency is why these routes go to Gawler Railway Station and not Gawler Central).
- Despite the lower service frequency, Gawler Central has only a slightly lower average daily validations compared with Gawler Station, 591 vs 663 (GITS) respectively. Gawler Central Station provides a stronger opportunity to link with the Town Centre at a District level given its location and proximity to civic and retail areas and the Gawler and Immanual primary schools.
- Increasing bus routes, expanding route coverage and train frequencies need planning together with DIT, including greater linking with the Gawler-Two Wells region including Concordia and the schools as identified in GITS as a short term objective. Council and DIT are actively engaged regarding public transport within the Town of Gawler.

10.PUBLIC TRANSPORT SUMMARY

The following recommendations have been identified:

- Investigate with DIT the viability of expansion of the 493 and 494 routes and additional weekend services
- Together with DIT, investigate greater linking with the Gawler-Two Wells region including Concordia and the schools in Gawler, as identified in GITS. Its acknowledged that Council and DIT are actively engaged regarding public transport within the Town of Gawler.



Figure 20 - The On Demand Bus Service



Figure 21 - Indented Bus Stop on Murray Street



Figure 22 - Train Arriving at Gawler Central



Figure 23 - Gawler Central Station

Ref	Date	Time	Lookup	Capacity	Occupancy	Vacant Spaces
1	13-Aug	12:44:00	Gawler - 1	309	61%	119
2	13-Aug	12:19:00	COWAN STREET GAWLER-3	288	92%	24
3	13-Aug	12:48:00	COMMERCIAL LANE-3	282	45%	155
5	13-Aug	12:41:00	Big W 2HR-1	105	96%	4
9	28-Aug	12:39:00	MURRAY STREET-1	23	96%	1
10	13-Aug	12:53:00	TOD STREET-2	34	59%	14
11	13-Aug	12:54:00	TOD STREET-3	9	100%	0
12	28-Aug	12:41:00	Julian Terrace - 2	19	16%	16
13	13-Aug	12:00:00	MURRAY STREET-3	37	81%	7
14	27-Aug	12:54:00	MURRAY STREET-2	43	81%	8
15	13-Aug	12:03:00	MURRAY STREET-7	6	83%	1
16	13-Aug	12:03:00	MURRAY STREET-6	3	0%	3
18	27-Aug	12:55:00	MURRAY STREET-4	15	67%	5
19	13-Aug	12:01:00	ADELAIDE ROAD-2	13	69%	4
20	13-Aug	12:01:00	ADELAIDE ROAD-1	16	44%	9
21	13-Aug	12:01:00	ADELAIDE ROAD-4	14	36%	9
22	13-Aug	12:01:00	ADELAIDE ROAD-3	8	88%	1
23	13-Aug	12:01:00	ADELAIDE ROAD-5	12	8%	11
24	13-Aug	12:01:00	ADELAIDE ROAD-6	13	69%	4
26	13-Aug	12:01:00	WHITELAW TERRACE 1	30	50%	15
27	13-Aug	12:01:00	JULIAN TERRACE 1	20	55%	9
30	13-Aug	12:58:00	High Street Gawler East - 5	50	68%	16
32	13-Aug	12:01:00	High Street -4	42	93%	3
33	13-Aug	13:00:00	HIGH STREET GAWLER EAST-4	18	83%	3
37	13-Aug	12:04:00	Bridge Street North	76	96%	3
38	27-Aug	12:37:00	Finniss Street - 2	39	56%	17
38	13-Aug	12:44:00	Finniss Street - 2	39	77%	9
39	27-Aug	12:40:00	Reid Street- All Day	37	100%	0
42	18-Aug	12:17:00	Tod Street - 4	27	41%	16
42	13-Aug	12:53:00	Tod Street - 4	27	56%	12
44	28-Aug	12:41:00	Whitelaw Terrace - 3	56	91%	5
45	28-Aug	12:40:00	Julian Terrace - 3	29	66%	10
47	06-Aug	12:00:00	Murray Street - Ambulance Station	25	8%	23
47	04-Aug	12:56:00	Murray Street - Ambulance Station	25	8%	23
48	28-Aug	12:10:00	Light Square	21	76%	5
48	13-Aug	12:19:00	Light Square	21	95%	1
48	27-Aug	12:35:00	Light Square	21	48%	11
49	06-Aug	12:05:00	Seventh Street (Stan to Add)	23	43%	13
51	04-Aug	12:43:00	DPTI (Stan to Add)	28	32%	19

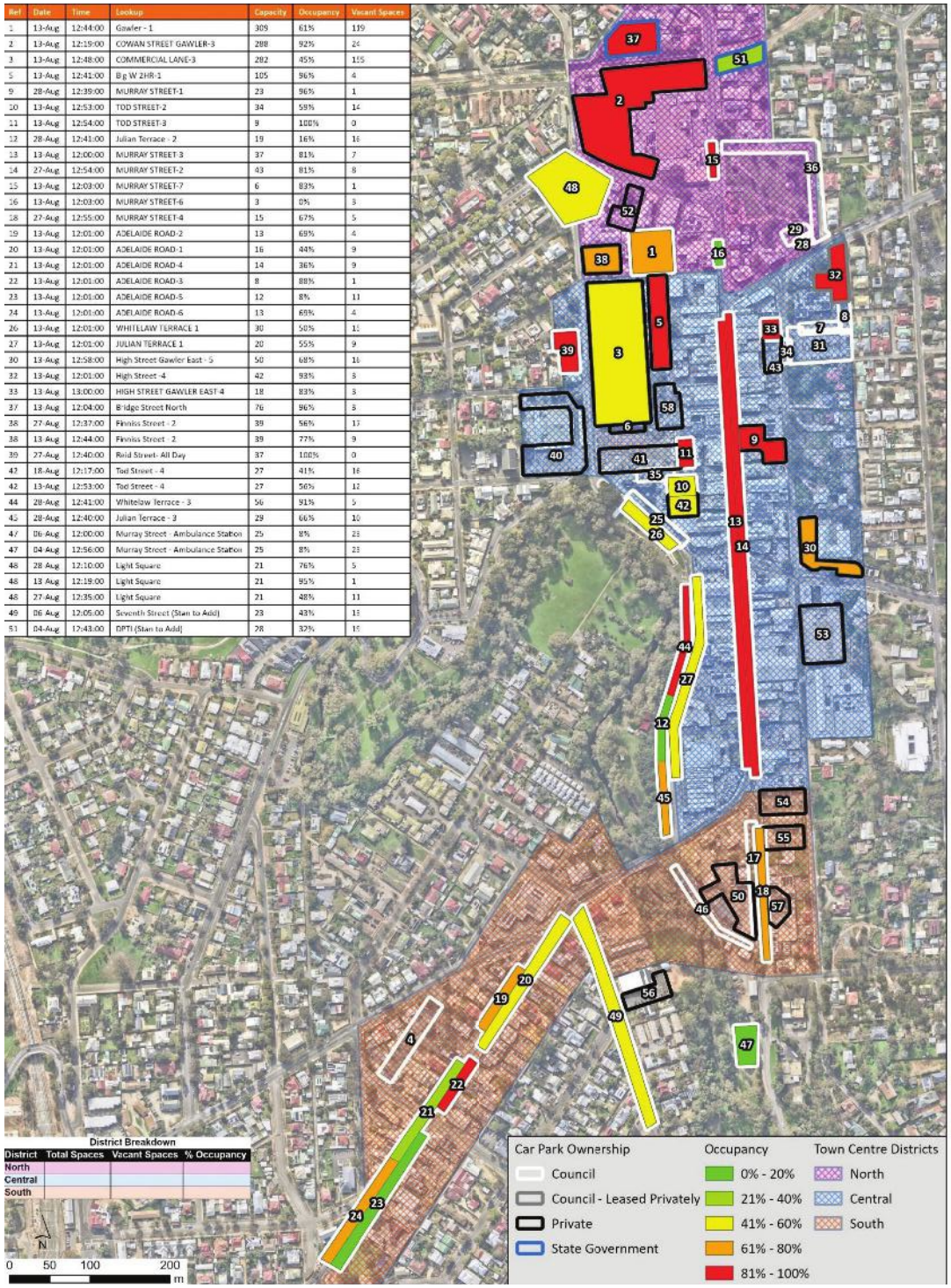


Figure 24 - Extract of Parking Occupancy Data Summary for a Lunchtime Period

11. PARKING

There are numerous parking options and supply available currently within the Town Centre based on Council's parking strategy and occupancy data. Council provides location-based information to assist locals and visitors find and access parking spaces through its website mapping, Car Parking Finder and wayfinding signage at intersections.

Within the Town Centre:

- Parking is free, and localised time restrictions are signed however subject to enforcement.
- There is limited Electric Vehicle (EV) parking, with a couple of charging spaces provided, two at the Council Administration Centre and one at the Gawler Visitor Information Centre.
- Council highlights spaces and parking time allowances with signage however there is no real time availability information. Community feedback indicates drivers have difficulty finding parking spaces.
- There is limited bicycle parking along Murray Street aside from at the front of the Price Albert Hotel. There is also no formal motorcycle parking along Murray Street.
- Murray Street and Adelaide Road have 1 compliant on-street accessible parking space between them, located at the front of the Gawler Civic Centre. Providing more on-street options would support greater accessibility with the central section of Murray Street.
- Occupancy data suggests Murray Street, Commercial Lane, Light Square, and the Gawler Central Shopping Centre parking are the most highly utilised parking locations over the day. The data identifies the central Town Centre area had the busiest car parking utilisation (red areas on Figure 24).
- Apart from parking spaces directly on Murray Street, the majority of parking for the town centre is accessible via the Julian Terrace – Cowan Street route. Both Tod Street and Jacob Lane offer access direct to alternative parking areas from Murray Street.
- The Gawler Central station park and ride parking area is regularly fully utilised. Expanding this train service frequency and park and ride facility would support more train use as an alternative transport mode.
- There are 4 signed loading zones on Murray Street offering convenient space for deliveries to commercial developments within the precinct.

12. PARKING SUMMARY

Based on the data collected, the following recommendations have been identified:

- Provide more accessible parking spaces on Murray Street and Adelaide Road.
- Provide more EV parking spaces within the Town Centre.
- Investigate real time parking space information signage for drivers and visitors to provide drivers with improved parking information and wayfinding.
- Provide more formal bicycle and motorcycle parking by repurposing footpath space or existing parking spaces.



Figure 25 - Truck Loading on Murray Street infront of the Arcade



Figure 27 - Area Parking Control Signage



Figure 26 - Informal Motorcycle Parking



Figure 28 - Bicycle Parking at the Prince Albert Hotel

13. ACCESS AND HEAVY VEHICLES

Within the Town Centre, access is managed with signage and physical controls such as traffic bollards, one way street operations, load limits and intersection design treatments. These are designed to manage road safety and circulate traffic through town and to parking areas.

The following access restrictions (Figure 29) operate within the Town Centre:

- One way traffic operations at Bridge Street North, Centenary Lane, Finniss Street, Commercial Lane, Jacob Lane, and Walker Place.
- Turning restrictions at Union Street, Calton Road, Julian Terrace South, Tenth Street and Seventh Street.
- A road closure at Warren Street.
- General access vehicles only up to 19m prime movers and semitrailers are permitted.
- Load limits, varying between 5T to 10T depending on the road, with buses excepted. The Heavy Vehicle Bypass route via Julian Terrace, Whitelaw Terrace, Reid Street, and Cowan Street provides alternate access for vehicles exceeding the load limits.

Following review of traffic data the following observations are identified:

- Additional turning restrictions especially along Murray Street could support reducing traffic along Murray Street and allow for space to be allocated for streetscaping improvements.
- Along Murray Street which has a 10 Tonne Load Limit, data indicates that on average there are about 150-200 trucks travelling along Murray Street and exceeding the load limit on a daily basis. There are no specific destinations along Murray Street needing truck access apart from existing loading zones that typically only cater for smaller/short trucks.
- There are approximately 70-80 buses travelling along Murray Street per day.
- Intersections improvements along the bypass route should be investigated to encourage and support heavy vehicle traffic away from Murray Street and improve road safety.
- As identified in the GITS, new/additional freight connections beyond the Town Centre, such as a freight bypass via the Sturt Highway and linking between Schomburgk Drive and Concordia to the northeast, should be investigated (by others) to balance and sustain regional growth. Council are working closely with the Department for Housing and Urban Development (DHUD) and DIT to ensure this occurs.

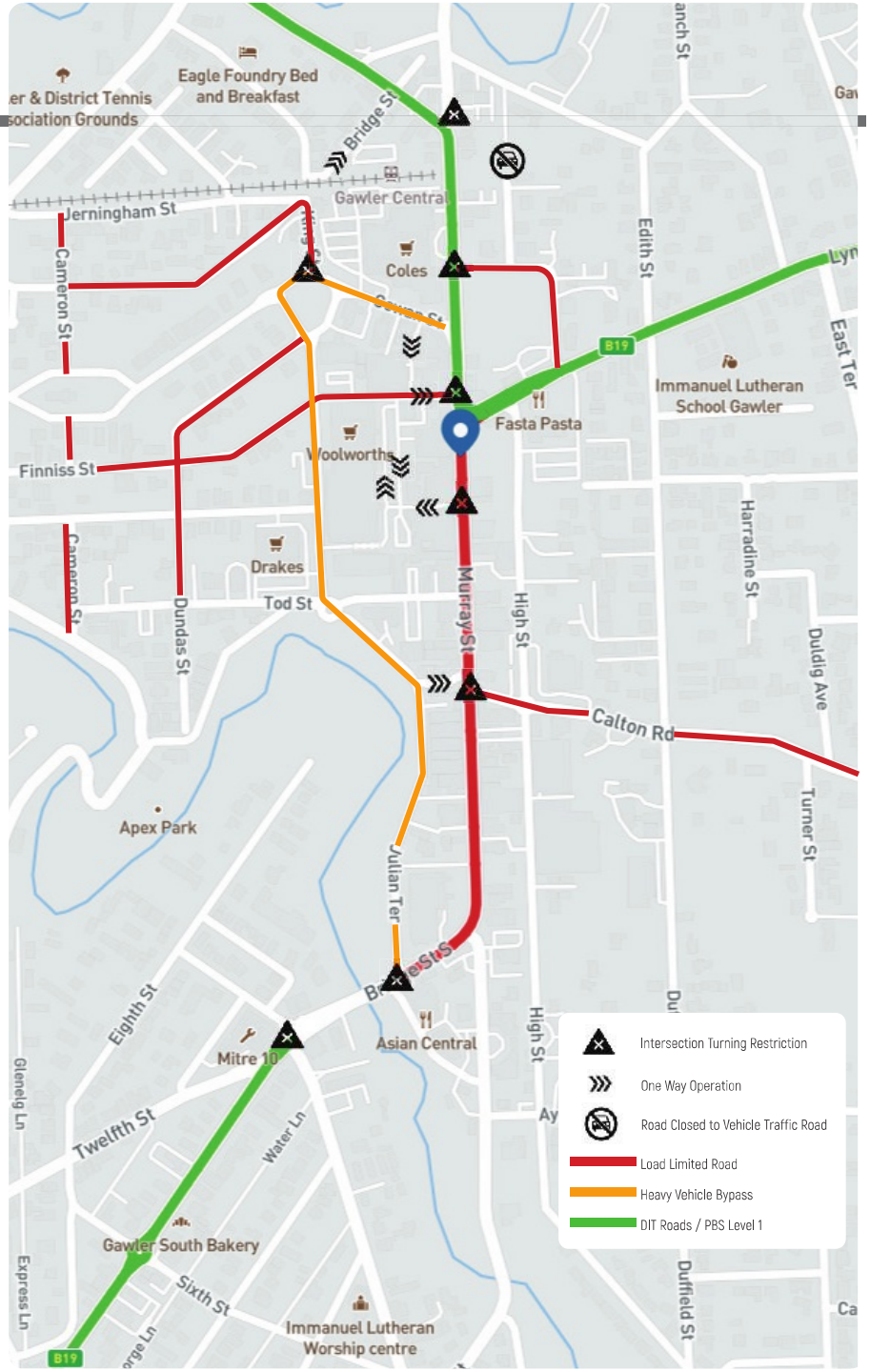


Figure 29 - Movement and Access Restrictions within the Town Centre

14. ACCESS AND HEAVY VEHICLES SUMMARY

Based on the data collected, the following recommendations have been identified:

- Investigate additional turning restrictions especially along Murray Street to allow for space to be re-allocated for streetscaping improvements.
- Review the intersections along the heavy vehicle bypass route such as the traffic signal intersections, Tod Street roundabout and Light Square, for improvements to strengthen accessibility, improve road safety and further encourage traffic away from Murray Street.



Figure 30 - Small Rigid Truck within Load Limit along Murray Street



Figure 31 - Turning Restriction at Finniss Street



Figure 32 - A truck performing an illegal turn and exceeding the Murray Street Load Limit from Julian Terrace.



Figure 33 - A truck exceeding the Load Limit on Murray Street

15. CRASH DATA SUMMARY

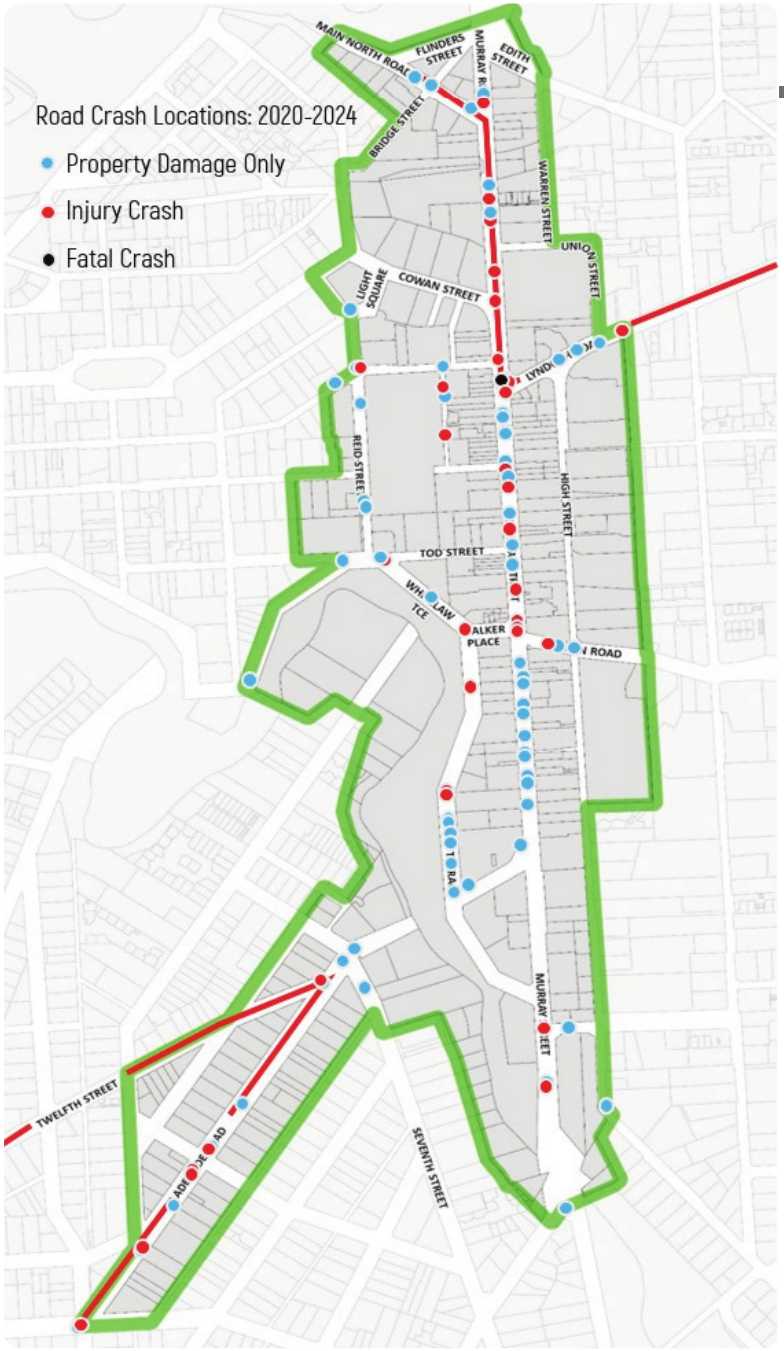


Figure 36 - Crash Locations within the Town Centre

Crash data from Location SA Map Viewer (2020-2024) identifies:

- A concentration of crashes midblock along Murray Steet between the Julian Terrace traffic signals and the Lyndoch Road traffic signals. Predominately related to drivers hitting fixed objects (HFO), parking manoeuvres and involving pedestrians and cyclists. A majority involved property damage only (PDO) however the data identifies numerous casualty injury crashes as well (Figure 36).
- Tod Street and Murray Street intersection, there has been one rear end (RE) and a pedestrian crash.
- Cowan Street traffic signals, two (RE) crashes and 3 right angle (RA) crashes.
- Lyndoch Road traffic signals, 3 (HFO), 3 right turn (RT) crashes, 2 (RE) crashes and a pedestrian crash.
- Murray Street South and Murray Street intersection, two side swipe crashes and 3 (RA) crashes.
- Tod Street roundabout, a head on crash and 8 (RA) crashes.
- Bridge Street South and Julian Terrace traffic signals, a couple of right turn and side swipe crashes.
- Calton Road / Walker Place, a side swipe, a (HFO), a (RA), a pedestrian crash and 2 crashes involving cyclists.
- At 12th Street and Adelaide Road, 5 (RE) crashes, 2 (RA) and 1 right turn crash.
- Sixth Street roundabout, 2 (HFO) and 1 (RA) crash.

Murray Street and the Tod Street roundabout recorded high crash numbers comparably with crash patterns warranting road safety investigations. A project options list has been developed in Section 30 identifying treatments to support improved road safety.



Figure 34 - A crash on Murray Street with a parked car



Figure 35 - A Crash on Murray Street at Walker Place

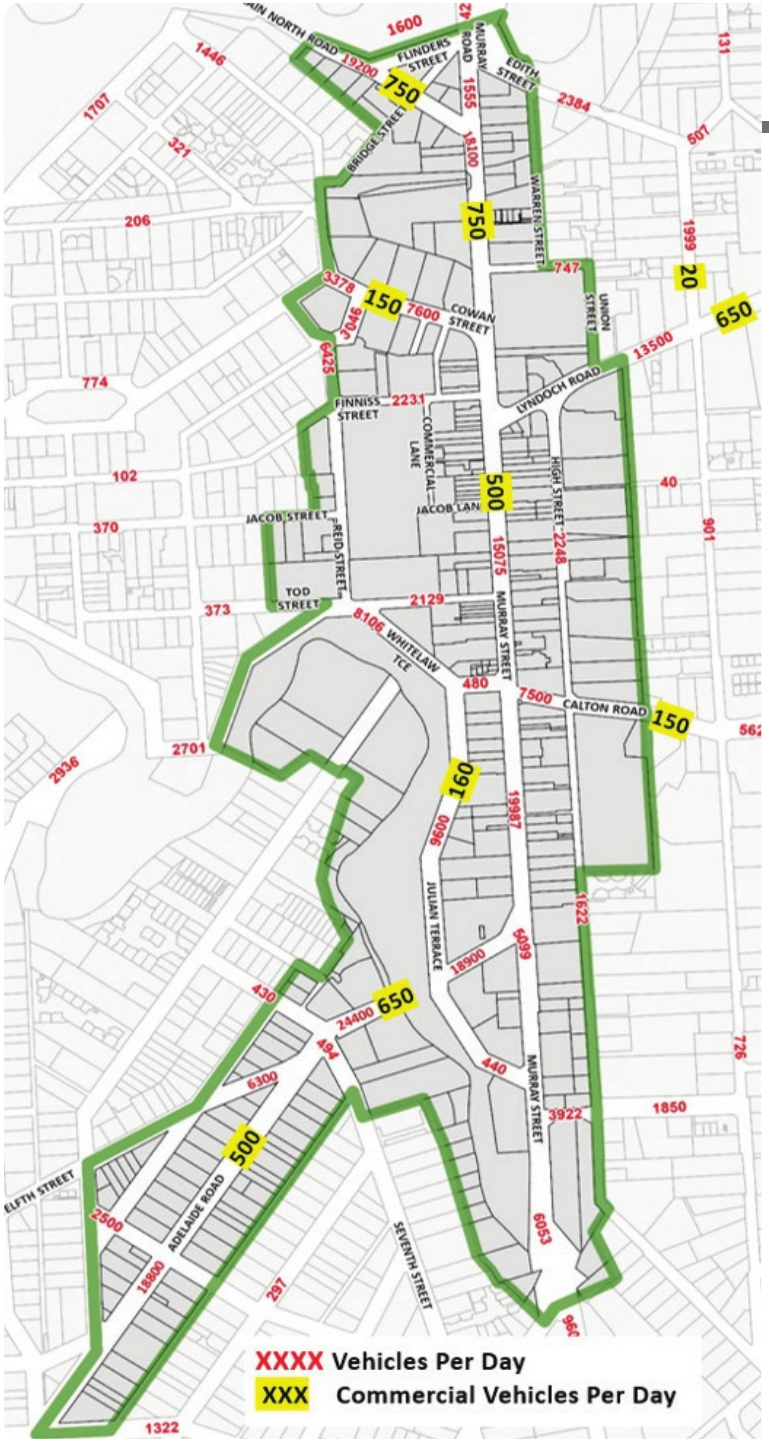


Figure 37 - Traffic Volumes, Commercial Vehicle Volumes, Within the Town Centre

16. TRAFFIC VOLUMES

The broader surrounding road network with the Gawler Council area includes two main traffic bypasses of the Town Centre, the Gawler Bypass (Sturt Highway) and the Northern Expressway. Schomburgk Drive (the Gawler East Link Road) provides a smaller local bypass between Evanston and Gawler East (Calton Road).

Murray Street functions as the Main Street and Retail Precinct for Gawler and the wider region while being the most direct Movement route within the network to destinations beyond Gawler in the north, south and east.

A review of traffic volumes and data has been undertaken with a focus on the Town Centre to understand existing conditions. The following observations and recommendations are identified:

- Despite the broad road network connectivity and multiple township bypasses, traffic volumes are higher than desirable along Murray Street (>15000) (Figure 37).
- Murray Street provides critical access links over the South Para River and across the rail corridor while also linking between two DIT arterial roads.
- Commercial traffic proportions have been identified in Figure 37, generally representing between 1% and 5% of total vehicles per day. There are more commercial vehicles (and total vehicles) using Murray Street than the heavy vehicle bypass despite a load limit on Murray Street.
- The existing road corridor widths and land use limit options for significant changes to the existing network. Traffic calming measures are recommended for Murray Street to redistribute traffic to the local heavy vehicle bypass and to strengthen Murray Streets function as a Main Street and Retail Precinct.
- New road connections outside the Town Centre to support the broader regions are needed to support and sustain growth.

17. SPEED LIMITS

A review of speed limits and speed data has been undertaken within the Town Centre. The following observations and recommendations are identified:

- The urban default speed limit of 50km/h applies to the majority of the Town Centre road network, noting recently installed 40km/h area speeds to the north east of Gawler (Figure 38).
- There are school zone speed limits of 25km/h and 40km/h applying just outside the Town Centre road network boundary.
- From recorded speed data the 85th percentile speeds, which give an indication of actual operating speeds, have been shown in Figure 39. Generally operating speeds are aligned with the speed limit.
- Traffic speeds directly affect the liveability and safety of our streets and neighbourhoods. Further reductions in speed to 40km/h along lengths of road can provide a safer road environment for pedestrians and cyclists while supporting the Main Street precinct.



Figure 38 - A new 40km/h area speed limit on Edith Street



Figure 39 – 85th Percentile Speeds

18. TRAFFIC VOLUMES AND SPEED LIMITS SUMMARY

Based on the analysis of data collected, the following recommendations have been identified:

- Traffic calming measures for Murray Street, such as pedestrian priority crossings, threshold treatments and streetscape to improve road safety and amenity along the Main Street and Retail Precinct while redistributing traffic to the heavy vehicle bypass.
- Speed reductions to 40km/h along within the Town Centre to support a safer road environment for all road users.



Figure 40 - Murray Street - A Main Street with Footpaths, Parking, Traffic Lanes and Turning Lanes



Figure 41 - An Example Wombat Crossing on Princes Road in Mitcham



Figure 42 – An Example Raised Platform PAC in Port Adelaide

19. LOAD LIMIT AND BYPASS ROUTE SIGNAGE

As noted in Section 13 there are load limits applying to roads and streets within the Town Centre and a heavy vehicle bypass route for vehicles exceeding the load limits. A review of existing signage has been undertaken and the following observations and recommendations are identified:

- Existing load limit signage is shown in Figure 45. There is limited advance warning of the load limit and bypass route in the Town Centre for drivers approaching from the south and for drivers travelling along the bypass road (south) to the Julian Terrace traffic signals.
- The bypass is anti-directional for approaching drivers from the north and east and the staggered intersections between Cowan Street and Lyndoch Road make it difficult to give drivers advance notice of the route options.
- Load limit signage for drivers approaching from the north is incorporated into green directional signs and there are multiple prompts for drivers who area exceeding the load limit to bypass Murray Street.
- More targeted load limit signage is recommend including some repositioning and rationalising to strengthen driver recognition and messaging on approach to the Town Centre and at key intersection decisions points (example Figure 44).
- For heavy vehicle route reassurance, for example at the Tod Street roundabout, a graphic directional sign is recommended to improve information for drivers (Figure 43).

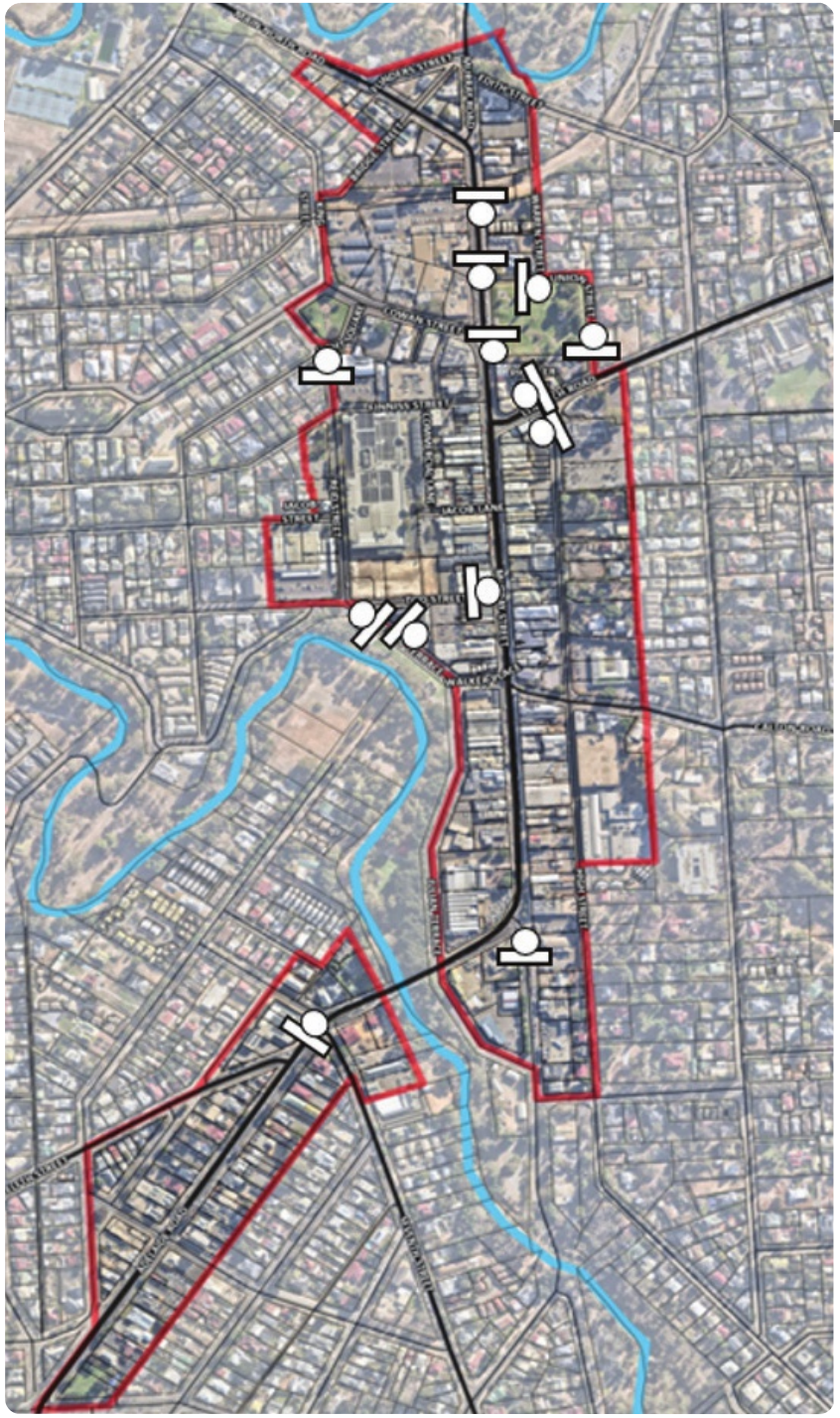


Figure 45 – Current Load Limit and Heavy Vehicle Signage Locations in the Town Centre



Figure 43 - Example graphic roundabout direction sign



Figure 44 – Example Intersection Sign in Port Adelaide

20. CYCLE ROUTE SIGNAGE

As noted in Section 6 existing on road cycling routes predominantly follow existing roads with cyclists sharing road space with drivers. There are also recreational off road sealed shared paths and cycle way route connections within the Town Centre (Figure 48). A review of existing signage has been undertaken and the following observations and recommendations are identified:

- Route signage is installed directing cyclists via Murray Street and the Greater Adelaide Cycleway and to landmarks, reserves, train stations and the bike hub.
- There is additional existing route signage installed beyond the Town Centre for outer routes such as Fourteenth Street.
- Route signage and sharrow line marking is recommended for Eighth Street and High Street.

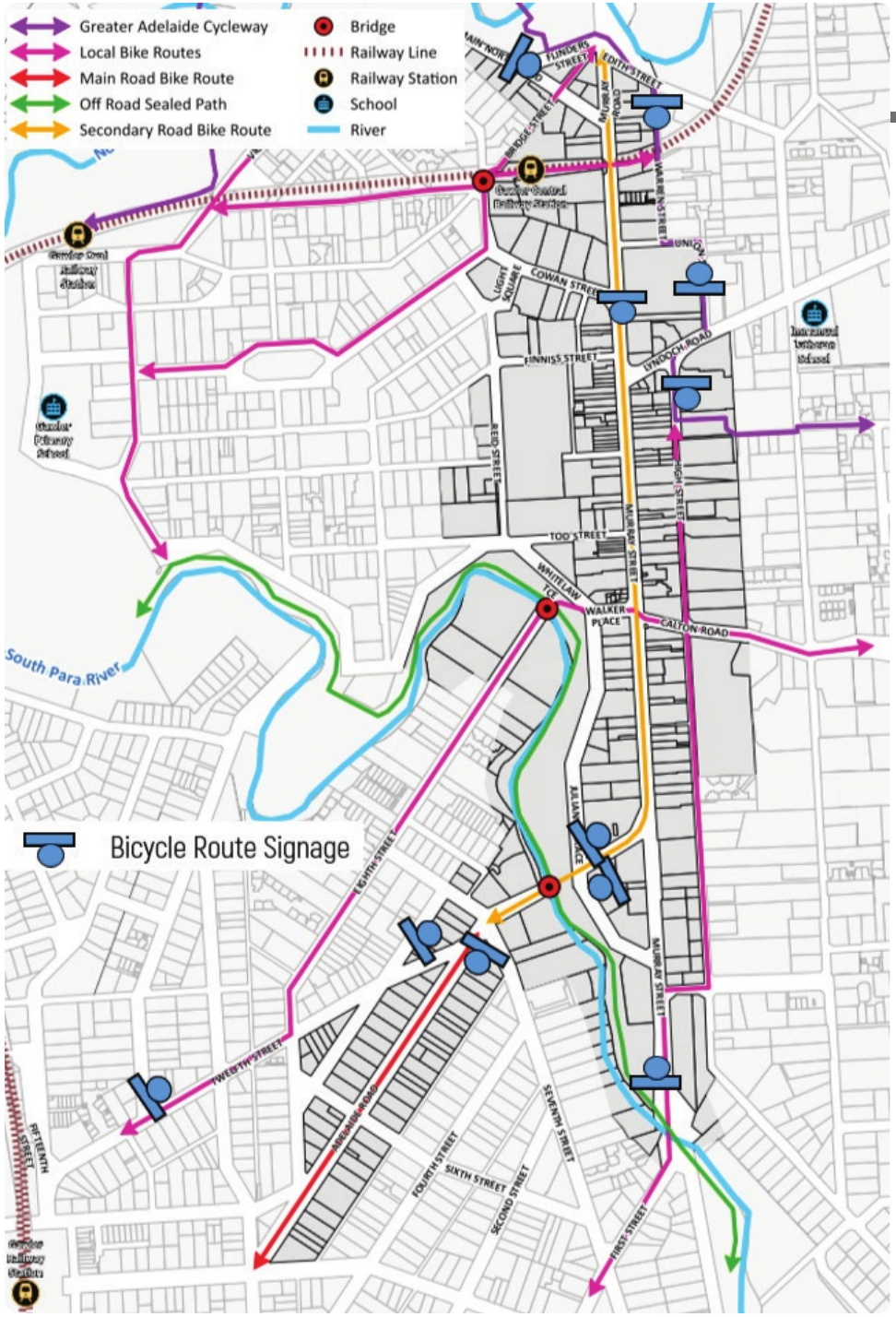


Figure 48 – Existing Bicycle Routes Signage in the Town Centre

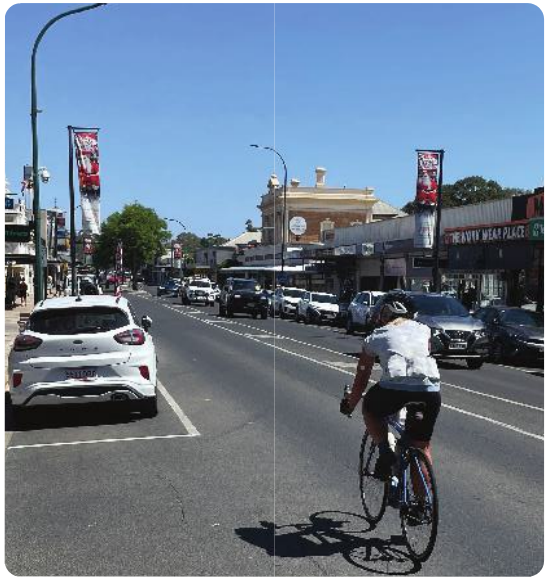

Figure 46 – A Bike Rider on Murray Street


Figure 47 - Bike Route Signage

21. PARKING SIGNAGE

As noted in Section 11 there are numerous public and private and on and off street parking spaces within the town Centre. Timed parking control signage and parking guidance signs are installed along key roads and at intersection to support drivers accessing parking spaces.

A review of existing signage has been undertaken and the following observations and recommendations are identified (Figure 50):

- There are blue parking signs along keys roads and at key intersections to identify parking areas to approaching drivers.
- High Street and Jacob Lane both offer a direct route to off street parking areas and signage is recommended at their intersections from Lyndoch Road and Murray Street respectively.
- An investigation into real time parking / smart parking availability information and signage in advance of Murray Street is recommended to alert visitors on approach to the Main Street and Retail Precinct of parking capacity. This could be used to inform drivers route choice through and around the Town Centre.

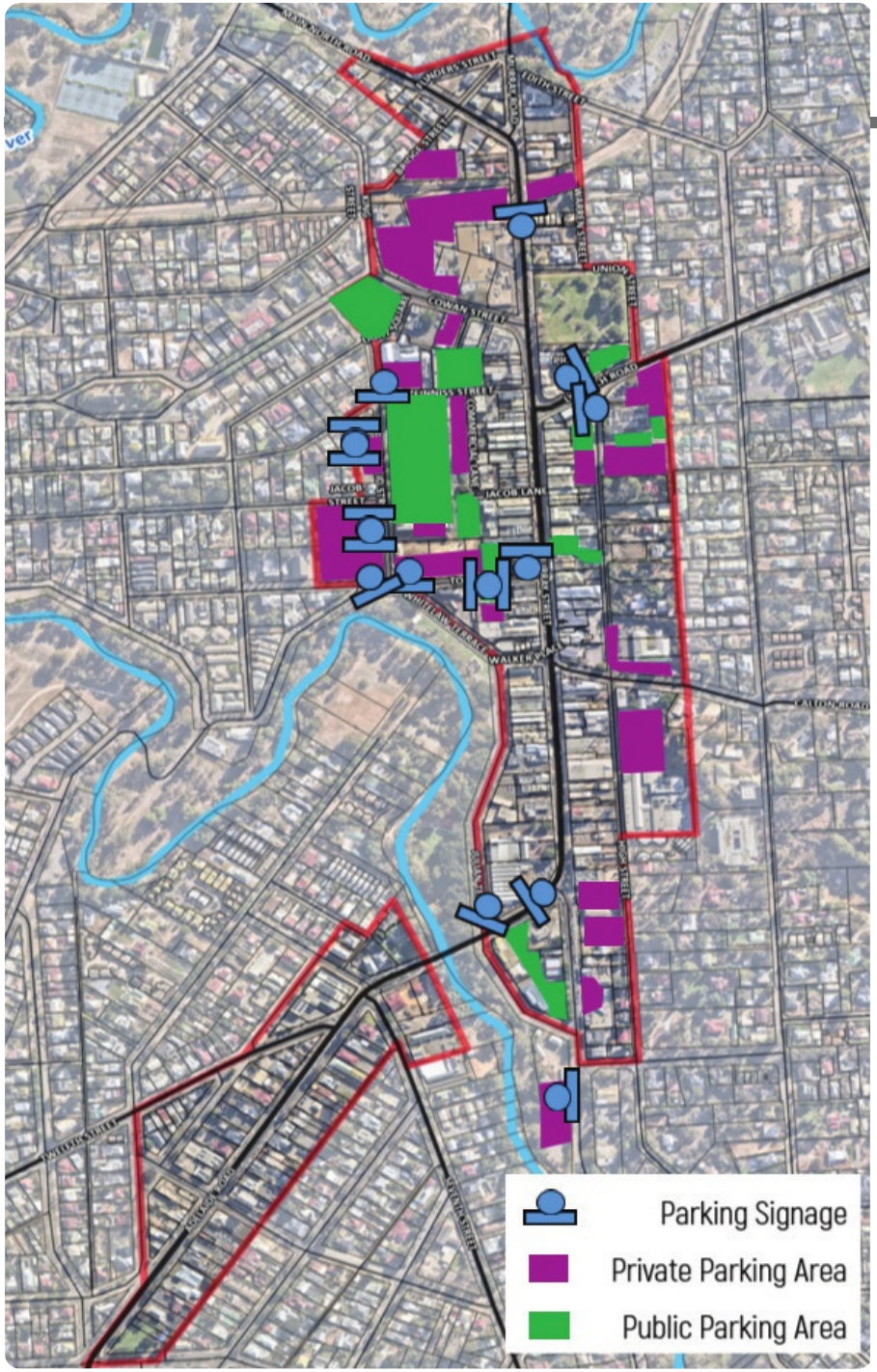


Figure 50 - Existing Parking Signage Locations in the Town Centre



Figure 49 - Timed 2 Hour Area Parking Control on Murray Street

22. DIRECTIONAL SIGNAGE

The main arterial roads into and out of Gawler are signed with large green directional signage to guide drivers to their destination (Figure 53). There is additional supporting direction signage along Murray Street within the Town Centre. A review of existing signage has been undertaken and the following observations and recommendations are identified:

- There is limited space for new signs within the Town Centre.
- Cowan Street has no green directional signage approaching/leaving the intersection with Murray Street.
- Existing 'Town Centre' wording on signs could be modified to include blue 'precinct' wording to strengthen drivers' association with the main street area.
- At the Tod Street roundabout, the Whitelaw Terrace approach could benefit from a larger graphic directional sign to more clearly identify the different roads and destinations for drivers and reinforce the bypass route through the roundabout.
- There is a single directional sign on approach to Murray Street from the south. An additional sign incorporating load limit and bypass information on approach to the Jullian Terrace Signals is recommended.
- Directional signage improvements have documented in the appendix.

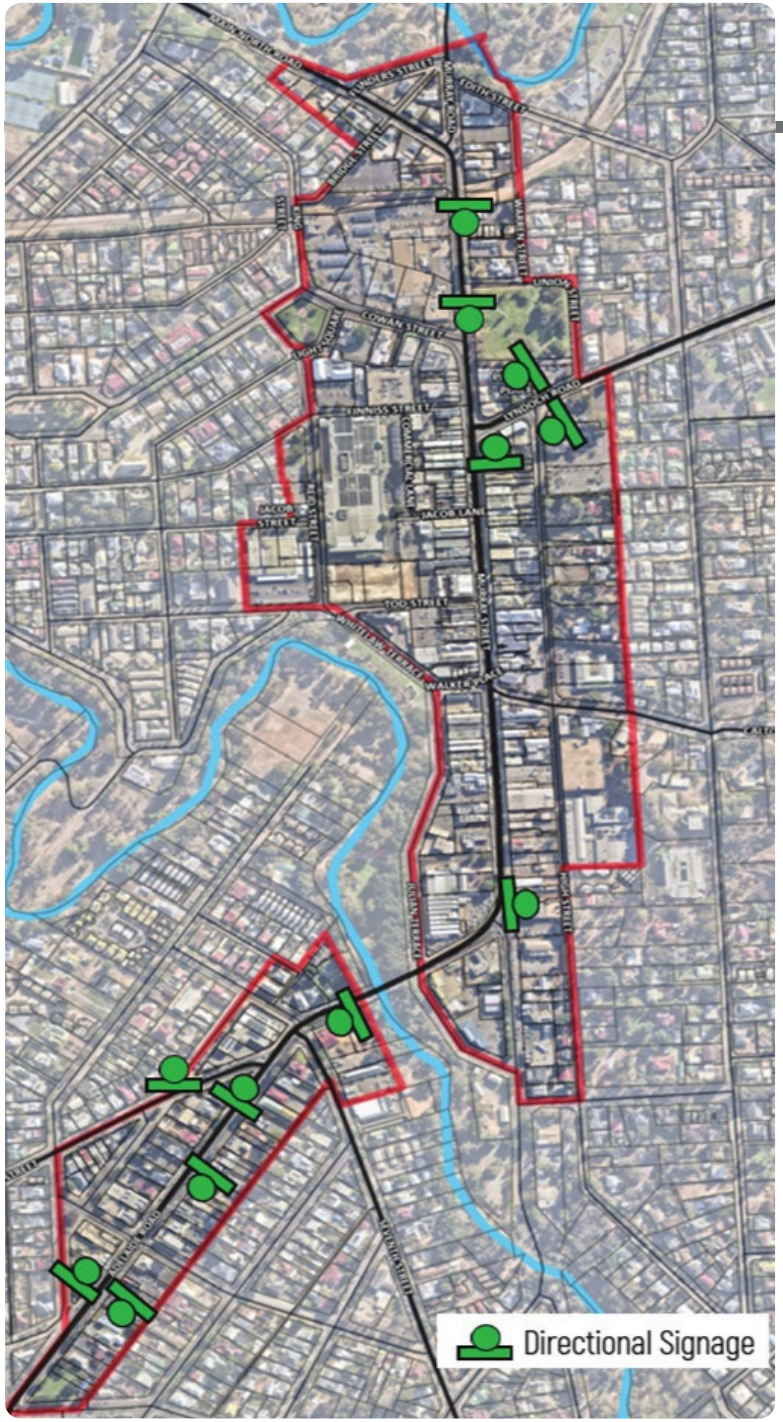


Figure 53 - Existing Directional Signs in the Town Centre



Figure 51 - Example Precinct Signage



Figure 52 - Example of existing combination sign

23. MOVEMENT AND PLACE

A Movement (M) and Place (P) assessment has been undertaken to inform current and future roles of the roads, streets and links within the Town Centre and to guide a more holistic approach to the planning and design of treatments and interventions. The M and P concept aims to balance active travel and place related economic activities with the need for road user access and movement.

- The assessment uses a classification system with an M and P score between 1 and 5 – shown graphically as a 5x5 matrix (Figure 54) adapted from DIT's Active Travel Guidelines.
- Movement hierarchy levels are represented on the Y axis and Place levels on the X axis. Town of Gawler's road network generally fits within the green area highlighted in the matrix in Figure 54.
- DIT roads have been included given they provide key links into and out of the Town Centre based on DIT's 2013 Functional Road Hierarchy.
- Place levels are defined by the scale of pedestrian activity, the significance of that Place, and the type of adjacent land uses. Examples and descriptions of the levels are in Table 2.
- Movement levels consider movement functions within the network and the different movement mode types, such as General Traffic, Cycling, Public Transport and Freight. Descriptions of the levels are in Table 1.



Figure 54 - The 5x5 Matrix



(M) – Movement Corridor - Designed for People to SAVE Time



(P) - A Destination - Designed for People to SPEND Time

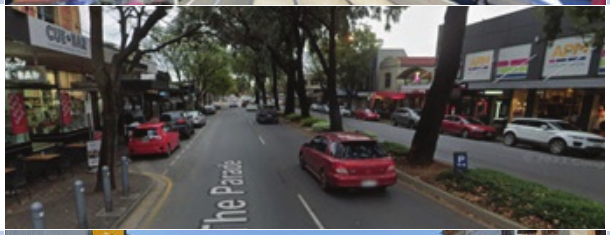
24. MOVEMENT HIERARCHY

Table 1 - Movement Hierarchy Levels

Hierarchy Level	Movement Type	Definition	Traffic Volume (guide only)	Examples	
M1	Freeway/Expressway (DIT)	Not Applicable to Town Centre	N/A		Northern Espressway
M2	Major Arterial or Major Regional Road (DIT)	Not Applicable to Town Centre	N/A		Main North Road
M3	Arterial Road (DIT) Distributor or Main Street (Council)	Right turn lanes, parking, bus routes, bike lanes, functions for the distribution of traffic within and through the broader Council area and District	Refer DIT		Murray Street, Gawler
M4	Neighbourhood Collector Road 1 and 2 (Council)	Generally undivided carriageway, parking, bus routes, bike routes, Local Freight routes - functions for local and wider neighbourhood traffic connecting suburbs to distributors or arterials	Generally 8000-20000		Calton Road, Gawler Est
M5	Local Road / Residential Street / Laneway or Access Way (Council)	Generally undivided, on street parking and may operate as single lane, secondary bike routes, functions for local traffic to and from dwellings.	Generally 3000-8000		Daly Street, Gawler

25. PLACE HIERARCHY

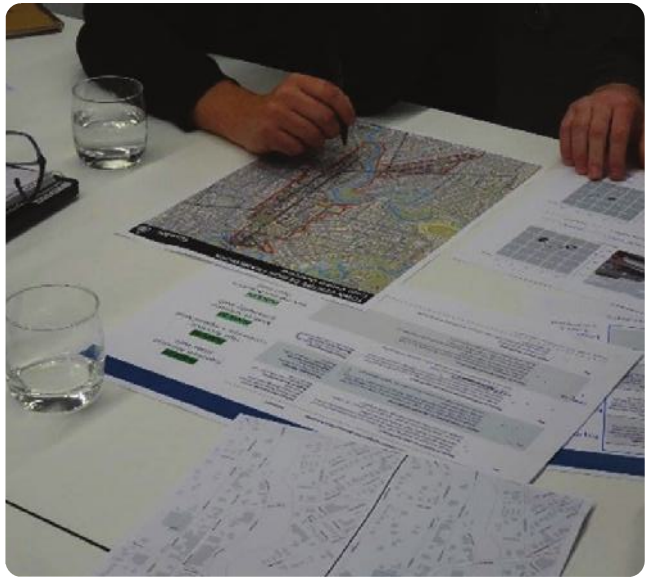
Table 2 - Place Hierarchy Levels

Hierarchy Level	Description	Examples	
P1	**National or State Significance** - Street frontages that form part of state significant tourist precincts or are premier destinations		Jetty Road, Glenelg
P2	**Metropolitan Significance Places** - Street frontages that are popular and well-known destinations with visitors from broader metropolitan wide catchments.		The Parade, Norwood
P3	**Council / District Significance Places** - Street frontages with well-known destinations with visitors from immediate and adjoining Council / District catchments		Murray Street, Gawler
P4	**Neighbourhood Significance Places** - Street frontages that act as neighbourhood level activity precincts used by local visitors		Adelaide Road, Gawler
P5	**Local Significance Places** - Local places of residence or commercial / industrial destinations, limited street frontage activity		Cowan Street, Gawler

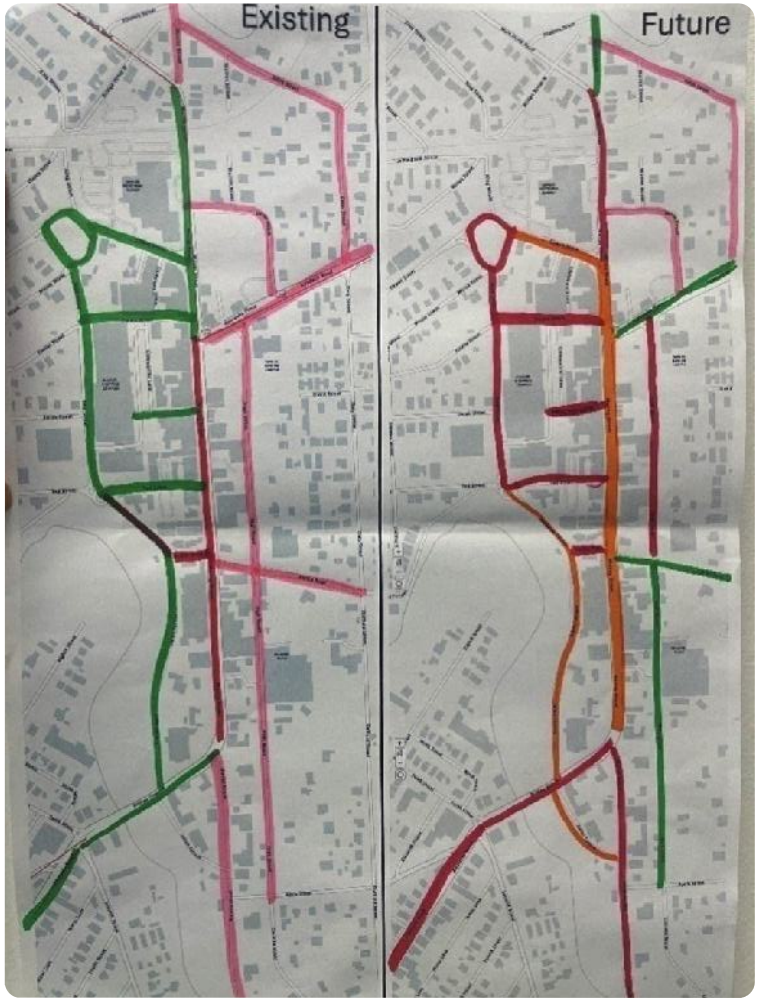
26. MOVEMENT AND PLACE WORKSHOP

The Movement and Place assessment for the Town Centre was undertaken as a workshop, held on Wednesday 15th of October 2025 with key Council staff and a DIT representative.

- The workshop included Council staff from varying roles and backgrounds to ensure a broad range of perspectives contributed to the review of the road and street network. Key roads and streets were reviewed together to assign existing and future Movement and Place functions.
- The assessment did not consider future traffic growth data, just the perceived desirable role and functions within the existing network, based on a snapshot of current information profiling each road link.
- The assessment primarily identified that road and street functions within the Town Centre itself should not be increasing within the hierarchy (ie not adopting higher movement functions) into the future.
- There were some subjective differences between group members perspectives of the Place Hierarchy in terms of judging the thresholds or definitions between Place categories. The workshop highlighted desirability for improved / strengthen Place functions along key roads and streets.
- Fundamentally, the process identified that regardless of how the future, there is desire for more activation within the Town Centre and the Structure Plan will be required to guide where and how this activation should occur.



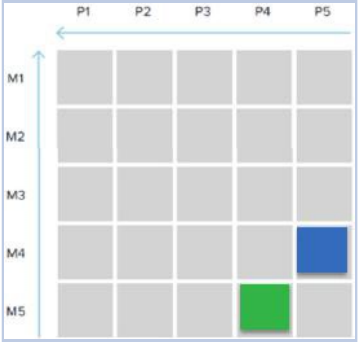
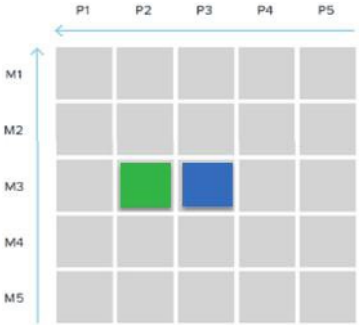




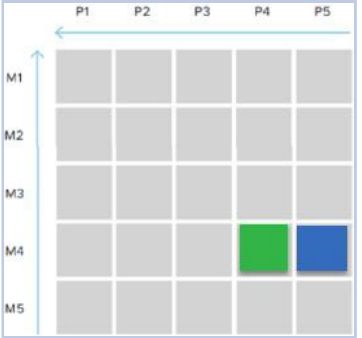
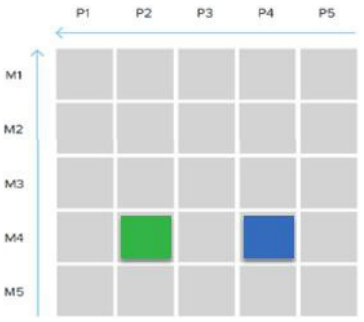
27. MOVEMENT AND PLACE SUMMARY

Each road and street within the Town Centre has been reviewed using the Movement and Place hierarchy to identify their existing conditions and if a change in future is desirable. These have been mapped as part of a Gawler Town Centre Road Hierarchy Figure 39. Roads and streets identified for a future change to their Movement or Place Function have been further explained and summarised in Table 3.

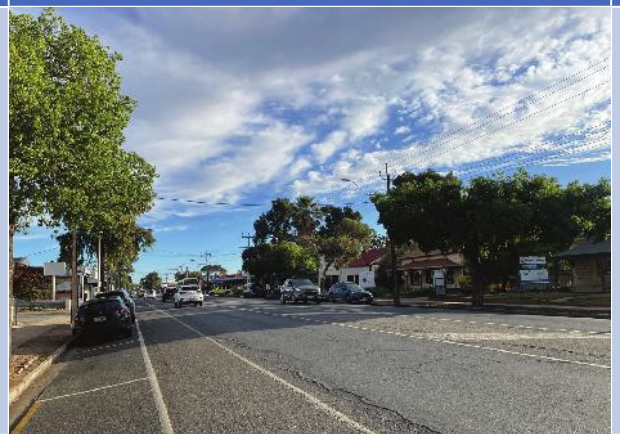
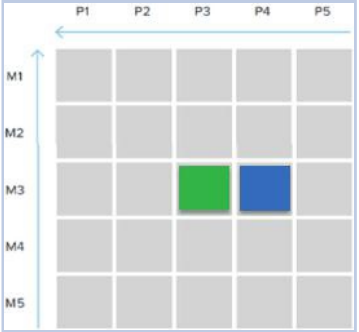
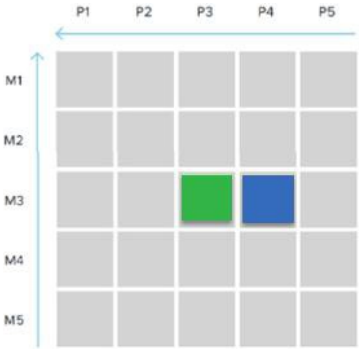
Table 3 - Summary of Existing and Future Movement and Place Functions for Key Roads and Streets

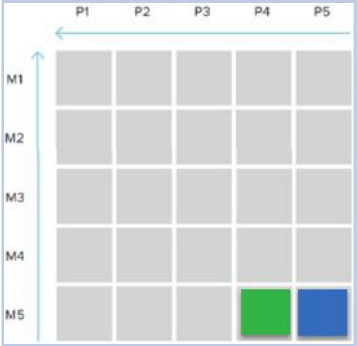
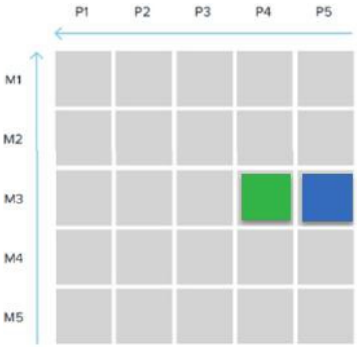
Location	Image	Existing (E)	Future (F)	Classification
Tod Street		A collector road linking to Murray Street, functioning for general traffic with no freight, public transport or cycling infrastructure. Tod Street is a local significant place that people travel to for access to commercial development and carparks rather than to spend time along.	Tod Street links to Murray Street and presents as an opportunity for **increasing its Place function and reducing its movement function** to support more land use activity, similar to Walker Place. In future more integration with surrounding land use and improved pedestrian amenity through reducing traffic volumes and more pedestrian crossing facilities is desirable	
Murray Street		A Council road functioning as an arterial road for general traffic, freight, public transport and as an informal cycling route. Murray Street is the Main Street and Retail precinct for the Town of Gawler supporting the wider District as a significant Place with daytime pedestrian activity. It is more significant than a local or neighborhood Place.	Strengthening of the **Main Street and Retail Precinct function** by planning and facilitating more complementary land use change. Encourage more staying activities within the precinct and increased pedestrian and cycling safety, access and crossings. Traffic calming to better balance traffic and heavy vehicles to surrounding roads to improve pedestrian and cycling safety and accessibility within the Precinct.	

Current **Future**

Location	Image	Existing (E)	Future (F)	Classification
High Street (North)		A collector road linking Lyndoch Road and Calton Road functioning for general traffic with no freight or public transport access. There is some cycling infrastructure. High Street is a local significant place that people travel to for access to low activity commercial development and carparks rather than to spend time along.	High Street (north) and its connectivity to Murray Street via the Gawler arcade offers opportunity for **enhanced Place function** through improvements for **pedestrian and cycling safety** and accessibility. High Street offers connectivity to support cycling connections to the north and south of the Town Centre and improved integration with adjacent land uses.	
Murray Street South		A collector road linking to Murray Street and functioning for general traffic with no freight, public transport access or cycling infrastructure. Murray Street South is more significant than a local Place and considered a neighborhood significant place with some visitor activity.	Murray Street South presents as an opportunity for **increasing its Place function** via upgrading street frontages with improved footpaths and public realm improvements. Together with targeting future development that encourages activity and staying activities as an extension of the Main Street and Retail Precinct.	

Current **Future**

Location	Image	Existing (E)	Future (F)	Classification
Adelaide Road (DIT)		A DIT arterial road functioning for general traffic, local freight, public transport and cycling. It is a neighbourhood significant place with local visitor activity.	Adelaide Road Movement function has been assumed to remain the same however **pedestrian and cycling improvements** should be further prioritised. Adelaide Road presents as an opportunity for increased Place function in future strengthening retail offerings and more local staying activities.	
Julian Terrace – Whitelaw Terrace		A Council road functioning as a of a distributor road for general traffic, and local freight. It forms part of the local heavy vehicle freight bypass through Gawler to the broader Council area and beyond at a District level. The street has a limited place role; while Apex Park attracts park users, there is limited street activation. The eastern side of the street offers limited amenity and presents a poor pedestrian environment.	This link will **retain its general traffic and local freight bypass function** as the only other non load limited route through Gawler. It would cater for any redistribution of traffic from Murray Street. It presents as an opportunity for **strengthening its Place function and significance to increase pedestrian activity between adjacent land uses its open space.** This link can offer the community a unique Terrace environment for **more staying activities**.	

Location	Image	Existing (E)	Future (F)	Classification
Pioneer Park		The park is bordered by Union Street a local load limited street functioning for general traffic, and as a cycle route. The park has historic importance and is currently considered a place of local significance with limited visitor activity.	A unique open space to support **increasing its Place function**, recognising and celebrating its historical significance. Further opportunity exists with linking the existing buildings following the relocation of the visitor information centre.	
Light Square		The square is bordered by Cowan Street, functioning as a distributor road as part of the local heavy vehicle bypass route. The square has historic importance and is currently considered a place of local significance with limited visitor activity.	Another unique open space to support **increasing its Place function**, recognising and celebrating its historical significance. There are opportunities for **improved pedestrian connectivity** and linking with the Church Hill Heritage Area and rationalising surrounding traffic movements.	

Current **Future**

28. MOVEMENT AND PLACE ROAD HIERARCHY

Existing and future Movement and Place functions for all roads and streets within the Gawler Town Centre Road Network have been mapped in the figures below. Those roads and streets proposed to change in function in future are summarised in Table 3.

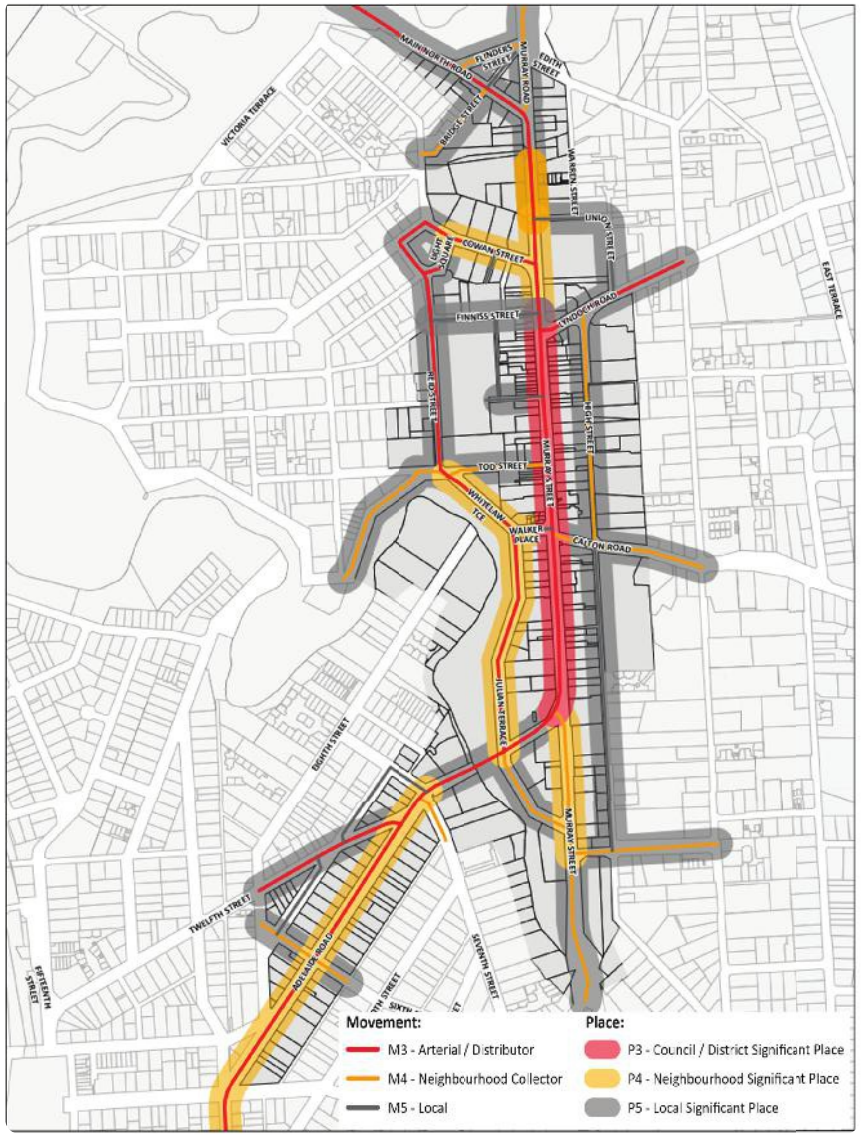


Figure 55 – Road Hierarchy - Existing

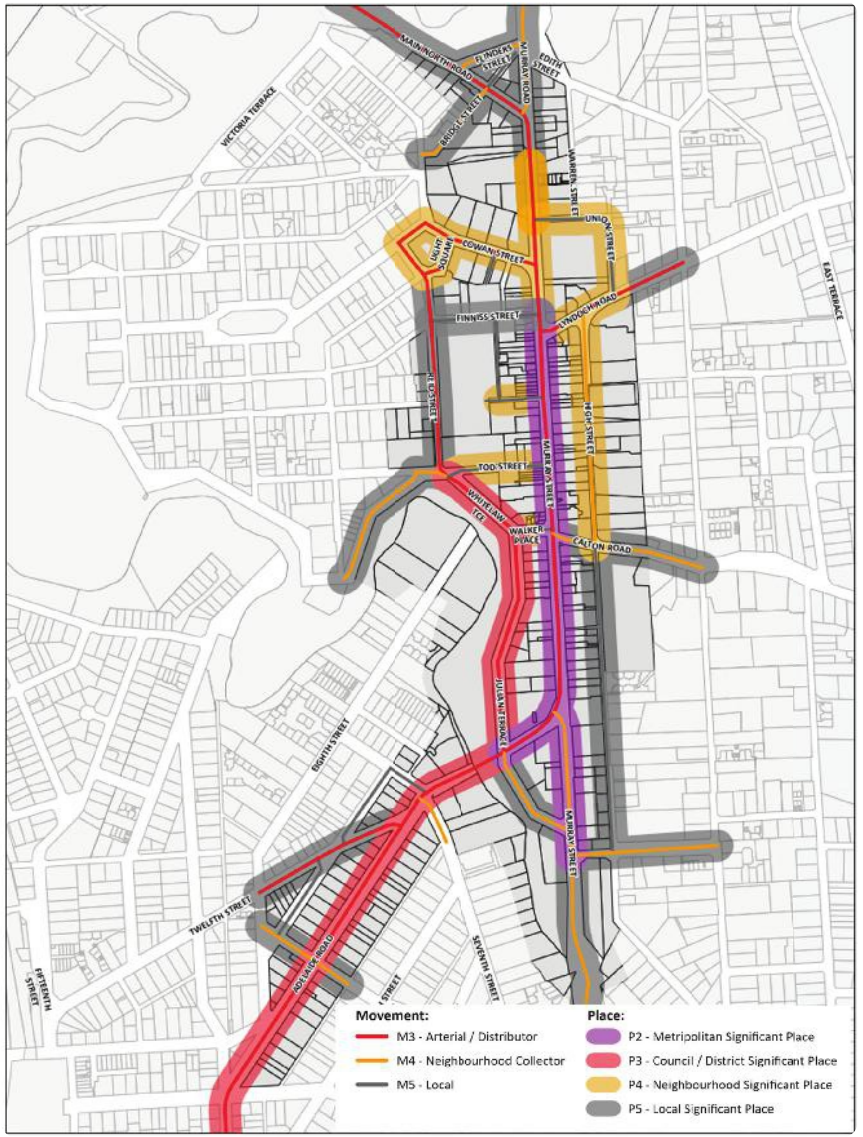


Figure 56 – Road Hierarchy - Future

29. MOVEMENT AND PLACE ROAD HIERARCHY

The GITS reviewed the broader Town of Gawler Council area and nearby regions, identifying other studies in progress such as the Northern Area Transport Study (NATS) and explored different possible future scenarios in terms of population growth and transport infrastructure changes, ultimately identifying that a more targeted planning study for the Town Centre was needed.

In developing this strategy the following key principles have been adopted:

- Identify realistic and justifiable interventions that directly align with the Vision and Objectives for implementation over the next 30 years.
- Prioritise interventions to integrate within the broader Council area and those that are directly actionable and deliverable by Council.
- Support and improve Murray Street as a core part of Gawler's identity as a Main Street and Retail Precinct and
- Engage and consider the communities concerns and ideas.

Acknowledging the short and long term broader transport objectives identified in GITS, the Town Centre existing conditions, and the proposed Movement and Place Hierarchy, the following strategies for Movement and Access for the Gawler Town Centre are proposed:



Strategy 1

Adopt a Town Centre Functional Road Hierachy informed by Movement and Place Principles



Strategy 2

Deliver targeted traffic, pedestrian and cycling projects to improve safety, amenity and capacity for walking and cycling in the Town Centre



Strategy 3

Address Road Safety with improvements to key intersections for all Road Users



Strategy 4

Encourage the reduction of traffic along the Main Street and Retail Precinct and redistribute to other Council collector routes



Strategy 5

Provide improved information and signage for drivers for parking and heavy vehicle access



Strategy 6

Implement changes that preserve Heritage and strengthen Murray Street as a pedestrian friendly centre

30. PROJECT OPTIONS AND LOCATION MAP

Project options that align with these strategies for key locations have been identified and summarised in the following Map (Figure 57) and Table (Table 4). At some locations, where a location has multiple potential options these have been categorised in scenarios based on the scale of change they would potentially introduce compared with existing conditions. The scenarios include Low Change, Medium Change and High Change, with the low change scenario representing the initial targeted changes to align with the movement and access strategies. The medium change and high change scenarios should be viewed as additional or replacement improvements, building upon the low change scenario projects identified.

The options vary in terms of potential changes and some require more investigation and design to more clearly identify and understand their potential impacts and feasibility.

Initial concept development has been undertaken considering the identified movement and access strategies to investigate impacts and consider movement and place improvements with the land use scenarios.

Project options are focused at the following locations:

PROJECT 1 – MURRAY STREET

PROJECT 2 – HIGH STREET

PROJECT 3 - WHITELAW AND JULIAN TERRACE

PROJECT 4 – ADELAIDE ROAD

PROJECT 5 – LIGHT SQUARE (COWAN STREET / REID STREET)

PROJECT 6 – TOD STREET

PROJECT 7 – MURRAY STREET SOUTH

PROJECT 8 – JULIAN TERRACE SOUTH

PROJECT 9 – OTHER TOWN CENTRE WIDE PROJECTS (NOT SHOWN)

PROJECT 10 - COWAN STREET AND MURRAY STREET NORTH

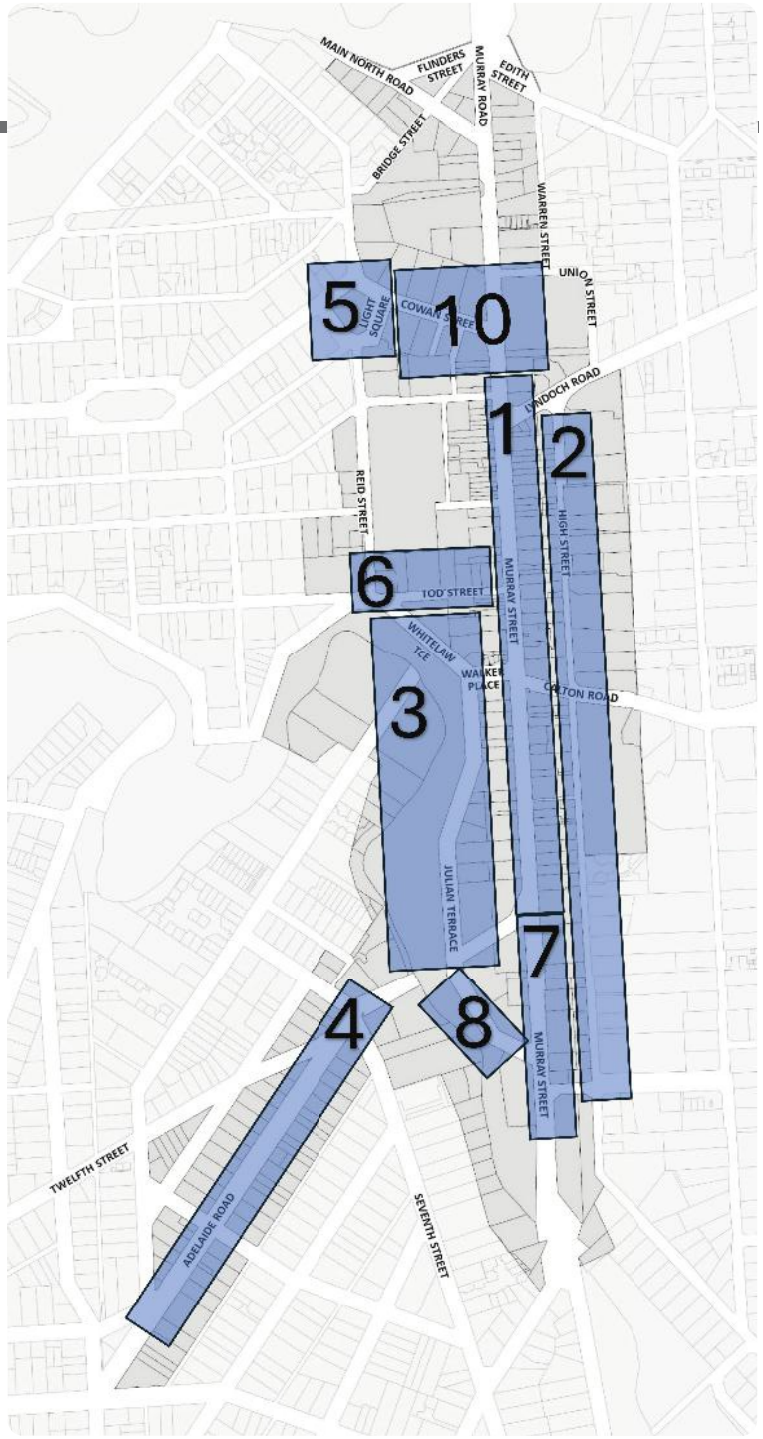


Figure 57 - Proposed Project Locations

31. PROJECT OPTIONS SUMMARY

Table 4 - Summary of Proposed Project Options

Location	Strategic Alignment	Change Scenario	Intervention
Project 1 – Murray Street			
Murray Street	STRATEGY 2, 4 AND 6	Low Change	• Reduce speed limit to 40km/h (subject to DIT approval) • Repurpose a parking space(s) with a bicycle parking pod outside Phil Hoffmann travel centre or at Cibo. • Repurpose a parking space into an accessible parking space at the front of the Terry White Chemist (northbound side) • Reduce the crossing delay at the existing Pedestrian Actuated Crossing (PAC) by modifying the signal phasing with DIT • Streetscaping improvements utilising the road median and planter boxes within the footpaths
		Medium Change	• Investigate upgrading existing pedestrian crossings (e.g. Civic Centre refuge and/or Commonwealth Bank refuge) to pedestrian priority crossings • Investigate modifying the existing PAC into a raised platform PAC or wombat crossing, example https://maps.app.goo.gl/ZSUXG5C5yknk9NSNA
		High Change	• Investigate changing the traffic flow operation of Murray Street to one way northbound and reallocating space for angle parking
Lyndoch Road and Murray St Traffic Signals (DIT Intersection)	STRATEGY 2	Low Change	• Painted / contrasting pavement threshold treatment entry statement to 'Main Street Precinct' and green head start bike boxes
		Medium Change	• Investigate raised platform threshold treatment entry statement to 'Main Street Precinct' example https://maps.app.goo.gl/vcEe1tNeKyUtabR66 • Investigate removal of left turn slip lanes or signal control the left turn from Lyndoch Road to Murray Street (same as north eastern slip lane)
		High Change	• Investigate removal of right turn filter and signal control right turn movements at all times into Lyndoch Road • Investigate modification of intersection for one way northbound traffic flow along Murray Street
Jacob Lane and Murray St intersection	STRATEGY 2 AND 4	Low Change	• Streetscaping improvements • Reduce access to Jacob Lane by removing the right turn into the Lane from Murray Street (left in only) • Investigate continuous footpath or pedestrian priority wombat crossing across Jacob Lane
Tod Street and Murray Street Intersection	STRATEGY 2 AND 3	Low Change	• Reduce access to left in only • Install a pedestrian refuge or protuberance near Zambrero, to support linking Tod Street with Murray Street and High Street (via ANZ bank) • Investigate continuous footpath or pedestrian priority wombat crossing across Tod Street
Calton Rd / Walker Place and Murray St Intersection	STRATEGY 5	Low Change	• Painted / contrasting pavement threshold treatment entry statement to 'Main Street Precinct' on Calton Road and Walker Place

Project 2 - High Street			
High Street (north section)	STRATEGY 2	Low Change	• Reduce speed limit to 40km/h (subject to DIT approval) • Redesign carpark infront of arcade access linking the Gawler Cycleway to Murray Street • Install advisory bicycle route sharrows along High Street - expanding the Gawler cycle way route via High Street to First street • Streetscaping improvements using planter boxes within the footpaths • Investigate changing the traffic flow operation of High Street to one way (southbound) and reallocate the space for parallel parking and/ or on road bike lanes / shared path
		High Change	• Investigate undergrounding powerlines and install a shared path along High Street • Streetscaping improvements • Investigate changing the traffic flow operation of High Street to one way (southbound) and reallocate the space for parallel parking and/ or on road bike lanes / shared path
High Street (south section)	STRATEGY 2	High Change	• Investigate undergrounding powerlines and install a shared path • Streetscaping improvements • Local Area Traffic Management (LATM) treatment -midblock driveway link for traffic calming
Daly Street	STRATEGY 2	Low Change	• If High Street is reduced to one way traffic flow, investigate speed cushions/ speed humps along Daly Street to discourage traffic and reduce traffic speeds
Project 3 – Whitelaw Terrace and Julian Terrace			
Bridge Street South and Julian Terrace Traffic Signals (DIT Intersection)	STRATEGY 4 AND 5	Low Change	• Modify northbound approach lane linemarking to make the left turn lane the 'continuous lane' and lead drivers to the left turn lane by default rather than to the through lane (drivers lane change to travel along Murray Street) • Painted / contrasting pavement threshold treatment entry statement to 'Main Street Precinct'
		Medium Change	• Investigate raised platform threshold treatment entry statement to 'Main Street Precinct' at this intersection – just north of the intersection on Murray Street • Green head start bike box (Bridge Street South approach)
		High Change	• Signal control Julian Terrace south approach and add signalise left turn and through movement to Julian Terrace north (retain no right turn out to Murray Street and no right turn into Julian Terrace south). Consider in combination with changes to Murray Street South and Murray St intersection • Investigate removal right turn filter and signal control right turn at all times into Julian Terrace north
Whitelaw Terrace and Julian Terrace	STRATEGY 3	Low Change	• Investigate undergrounding powerlines • Adjust cross section for streetscaping improvements and widening of footpaths by repurposing some parallel parking spaces

Project 4 – Adelaide Road			
12th Street and Adelaide Road (DIT Intersection)	STRATEGY 3	Low Change	• Investigate narrowing the intersection to remove the left turn slip lane corner island (but retain left turns) and improve pedestrian crossing ability across Twelfth Street and across Adelaide Road
		Medium Change	• Investigate removing right turn out from 12th Street onto Adelaide Road
Adelaide Road and Sixth Street Roundabout (DIT Intersection)	STRATEGY 3	Low Change	• Provide bike to footpath ramps northbound before and after roundabout to allow cyclist to leave road and use footpath
		High Change	• Investigate redesigning the roundabout with compliant pedestrian refuge/splitter islands to improve pedestrian crossings on all approaches
Adelaide Road	STRATEGY 3	Low Change	• Install pedestrian refuge on Adelaide Road between Bus Stops 145 north and south, linking Fifth Street Reserve • Install pedestrian refuge on Adelaide Road in front of/ between 22B Adelaide Road to makes use of long crossover to minimise parking impact. • Install a refuge on Adelaide Road in at/near McDonalds, parking is already banned • Investigate installing a DDA accessible parking space
Project 5 – Light Square			
Reid Street / Moore Street Light Square	STRATEGY 2 AND 6	Low Change	• Install bike advisory line marking (sharrows) along Cowan Street to Murray Street from Porter Street
		Medium Change	• Investigate reducing access to Moore Street and modifying Reid Street kerbing to improve north-south footpath width and route linking to Light Square and Gawler Central via existing rail bridge. Improve pedestrian connectivity to the square.
		High Change	• Option 1 - Investigate modifying Light Square intersections to reroute northbound traffic bypassing Cowan Street (west) and King Street intersections Option 2 - Investigate modifying Light Square intersections to reroute southbound around the outside of Light Square
Project 6 – Tod Street			
Tod Street	STRATEGY 2 AND 3	Low Change	• Streetscaping improvements and planter boxes within the footpaths • Intersection improvements with Murray Street as per Project 1
		Medium Change	• Investigate wombat crossing on roundabout approaches to improve pedestrian accessibility, reduce crashes and speed (whitelaw terrace approach and Tod Street east approach) • Together with the above modify the centre of the roundabout to accommodate 19m right turn movements to the Gawler Oval (mountable annulus)
Project 7 – Murray Street South			
Murray St and Murray St South Intersection	STRATEGY 2	Low Change	• Streetscaping improvements • Investigate removal of right turn out onto Murray Street, widen pedestrian refuge across Murray Street South or investigate upgrading the refuge to a wombat crossing • Install pedestrian ramps across Murray Street South at Julian Terrace South intersection

Project 8 – Julian Terrace South			
Julian Terrace South and Murray Street South Intersection	STRATEGY 2	Low Change	• Modify on street parking to allow for wider footpath (eastern side) • Streetscaping improvements • More pedestrian crossing opportunities
Project 9 – Other Town Centre Wide Projects			
Various Locations within the Town Centre	STRATEGY 2	Low Change	• Upgrade directional signage identifying Murray Street as a Main Street Precinct • Use No Trucks symbolic signs as part of load limit signage • Update load limit signage and route guidance with graphic directional signage at Tod Street Roundabout • Add signage to the intersection of Julian Terrace / Murray Street • Add signage to the Lyndoch Road and Murray Street (truck right turning restriction signage) • Investigate and design electronic digital parking utilisation signs • Reduce speed limits to 40km/h (subject to DIT approval) along other roads and streets within the Town Centre to improve amenity and road safety (for example along Lyndoch Road (partial), Daly Street, High Street, Calton Road (partial), Murray Street South, Julian Tce (north and south), Whitelaw Terrace, Tod Street (east), Reid Street, Light Square and Cowan Street)
Goose Island / Eighth Street	STRATEGY 2	Low Change	• Upgrade the existing pedestrian bridge over the South Para River connecting Eighth Street Improving north-south routes and paths through the Town Centre and between the river paths and the Greater Adelaide Cycleway via Eighth Street and First Street / High Street.
Cycling Network	STRATEGY 2	Low Change	• Install additional cycling route signage and / or advisory linemarking (sharrows) along alternate cycle routes such as Eighth Street, High Street and Julian Terrace
Calton Road	STRATEGY 2	Medium Change	• Install enhanced bike lanes on Calton Road between Cheek Avenue and Murray Street • Option 1 – Clark Terrace version 1.4m bike lane, 3.5m lane, 2.6 painted median, 3m lane, 1.5m bike lane – allows parking and part time bike lane 1 side, full parking ban the other side. • Option 2 – just add peak part time bike lanes, allowing parking outside of these times
Warren Street		N/A	• Advocate to DIT for expanded / upgraded rail park'n'ride, seal the existing parking area and link to Gawler Central with a shared path
Union Street		N/A	• No action recommended. Needs consideration as part of broader changes by DIT for rail corridor and at Lyndoch traffic signals
Edith Street		N/A	• Council have already exhausted all LATM options, recently reduced the speed limit and changed intersection priority at Short Street. • Low benefit cost for LATM schemes, no action recommended unless there are broader changes by DIT for rail corridor or at Lyndoch traffic signals
Project 10 – Cowan Street and Murray Street			
Cowan St and Murray St Traffic Signals (DIT Intersection)	STRATEGY 2, 3 AND 5	Low Change	• Review load limit signage and route guidance and add signage for Main Street Precinct to directional signs • Investigate and design electronic digital parking utilisation sign
		High Change	• Investigate removal of left turn slip lanes or signal control of the left turn lanes • Remove right turn filter and signal control right turn at all times into Cowan Street