

## 2.1 Demographics Snapshot

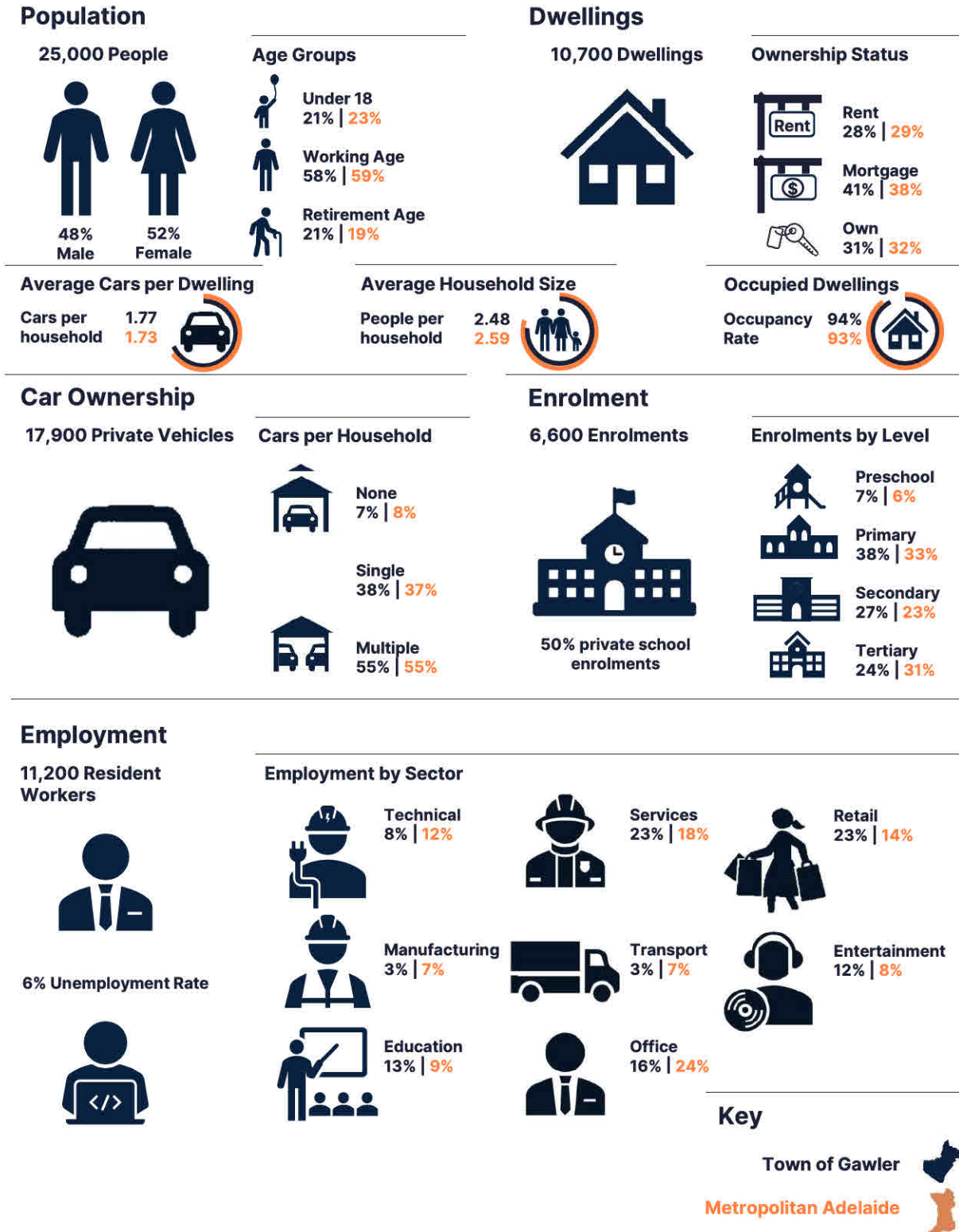


Figure 4: Demographics snapshot (source: 2021 Census)

## 2.2 Journey to Work

Journey to work data is a snapshot from each National Census of how people commute to work (including those who work at home). Key observation of how ToG residents commute to work were:

- Car is the primary mode of travel to work. The share of car is 7% higher for ToG residents (92%) than Metropolitan Adelaide (85%);
- Public transport is the second most common mode, comprising 4% of work trips;
  - In 2021 trips were split 90% bus and 10% train. This is attributed to Gawler rail line electrification occurring in 2021;
  - In 2016 the reverse mode usage for public transport was observed, 90% train and 10% bus.
- Active travel, comprising 2% of work trips, was primarily walking (92% of active travel trips)
- Other modes such as motorbikes account for 2% of work trips.

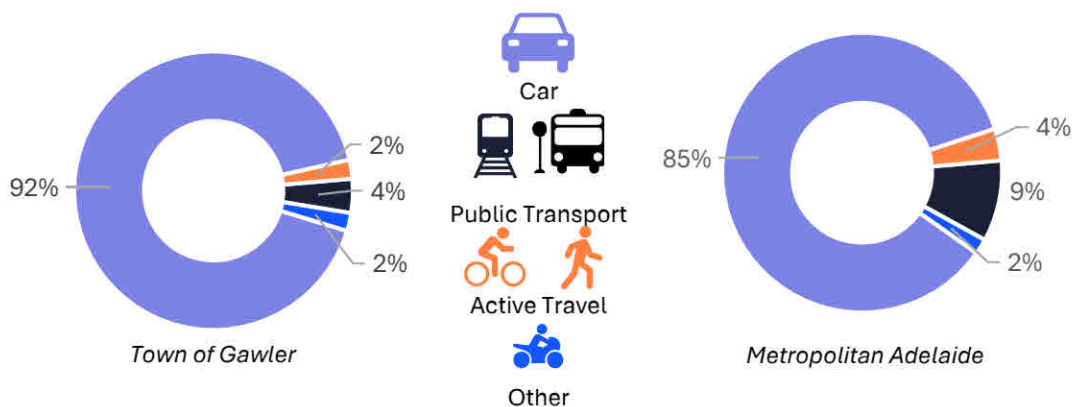


Figure 5: Mode share comparison for journey to work (source: 2021 Census)

Approximately 25% of people who live in Gawler are employed within the Council boundaries. Key observation of how ToG residents who also work within the ToG commute to work were:

- Car is the primary mode of travel to work, comprising 94.1% of work trips;
- Public transport usage was 1.4% of work trips. A comparison for other regions of Adelaide is shown below.

Table 1: Public transport mode share region comparison

Location of residence and work	Public transport share of local work trips
Town of Gawler	1.4%
Mount Barker	2.3%
City of Playford	3.3%
Adelaide Central Business District	32.2%
Metropolitan Adelaide	9.4%

A comparison of volumes through other regional town centres is shown below. It highlights the following:

- Gawler has the highest daily volume of the main road through the town centre of the regional towns analysed;
- Main Road in Blackwood has a similar volume to Murray Street in Gawler and has significant traffic issues (including Blackwood Roundabout);
- Mount Barker Road in Hahndorf carries less than 60% of the traffic that Murray Street in Gawler. However, Mount Barker Road has a peak freight volume of 550 trucks per day using the main street. The lowest observed truck volume on Murray Street (Gawler) is 480 vehicles, increasing to 750 at the northern end; and
- Murray Bridge is around 20% smaller than Gawler and its main shopping strip (Bridge Street) also has a movement and place function due to connecting the eastern and western sides of the Murray River. Bridge Street has volumes that are approximately 55% of the maximum volume along Murray Street in Gawler.

This review highlights that Murray Street is at the upper end of traffic volumes for a main street in a regional town and is not a suitable environment for a thriving city centre that enables easy movement by pedestrians.

Table 2: Main road volume comparison for regional town centres

Location	Road	Daily Volume
Gawler	Murray Street	20,700
Tanunda	Murray Street	10,700
Nuriootpa	Murray Street	16,500
Hahndorf	Mount Barker Road	12,200
Blackwood	Main Road	20,000
Murray Bridge	Bridge Street	11,400

Heavy vehicles volumes are summarised in the below table. As shown, heavy vehicle volumes are as high as 1,100 AWDHV, with the highest volumes on Main North Road (located on Redbanks Road). The ToG was observed to have high truck volumes located in town centre, particularly on Murray Street and Lyndoch Road, where between 4-5% of total traffic was heavy vehicles.

Murray Street carries some of the highest observed truck volumes in the ToG, on average 500 heavy vehicles per weekday, despite having a 10-tonne load limit. High truck volumes on a critical north-south network link, which is also the main town thoroughfare, is a major contributor to congestion, particularly during peak periods. The presence of relatively high heavy vehicle volumes on Murray Street also poses safety risks, particularly given the high level of pedestrian usage.

Lyndoch Road was also observed to have high truck volumes of 650 AWDHV. This is a relatively high volume despite Lyndoch Road being classified as a PBS 1A route. Lyndoch Road also provides key connectivity from Gawler East to the town centre, contributing to the presence of heavy vehicles through the town centre. This contributes to the issues with congestion and safety previously highlighted.

Table 4: Average daily heavy vehicle volumes for key road segments in the Town of Gawler

Road	From	To	Average Weekday Daily Heavy Vehicles
Main North Road	Redbanks Road	Murray Street	1100
Lyndoch Road	Murray Street	Barossa Valley Way	650
Adelaide Road	Fifth Street	Twelfth Street	500
Murray Street	Lyndoch Road	Calton Road	500
Julian Terrace	Bridge Street	Walker Place	160

Recommendation	Details
Improved active travel network improvements around schools	Feedback from schools indicated that students would like to have more opportunities to walk and cycle to school, but due to missing infrastructure they are not necessarily able to. Review of missing footpaths, cycling lanes or shared paths should be undertaken to prioritise the roll out of new infrastructure to support more children walking and cycling to school. An example of the type of improvements that should be targeted, is the commitment to deliver a shared path upgrade between Evanston Gardens Primary School and Tambelin Station.
Improved connectivity for travel within ToG	The Walking and Cycling Plan identified several locations where improvements would help improve the connectivity of residents with the rest of Gawler. These should be prioritised, and a review of funding options pursued to accelerate the delivery of a more connected walking and cycling network. An example of this would be connecting Evanston South Aspire Estate to the rest of Gawler. It currently has limited access and is largely isolated due to Main North Road and being located immediately south of Trinity College.
<b>Freight Strategy</b>	<p>Freight currently travels through the centre of the Gawler town centre (Lyndoch/Murray junction). There are several restrictions in place across the local network, such as the town centre bypass via Julian Terrace, Whitelaw Terrace, Reid Street and Light Square. However, reviews have indicated that the signage may need upgrading to improve compliance. With the increase in population and expected local town centres for areas such as Kudla and Concordia, there is a risk for Council that poor outcomes for how freight moves through the township of Gawler may occur.</p> <p>A dedicated review of the current freight movements, engagement with local operators and the public, assessment of future planning requirements and current compliance is recommended. From this review, a strategy for managing existing and future freight would provide council with some clarity on how to manage current and future issues, and to identify key risk areas.</p>
Gawler Railway Shared Path	<p>The Orleana Waters development includes a shared path along the Gawler railway line. As part of an integrated multi-modal approach to infrastructure delivery, producing a shared path along the existing rail corridor would provide a critical link between the southern areas of Gawler and the town centre. By focusing on this link before the Rural Southern Areas is fully developed, it provides new residents with real choice from day one and can be promoted as a key benefit of purchasing a property in this region.</p> <p>Taking this further, consideration for expanding the proposed shared path to include links along the Roseworthy and Concordia rail spurs would also be beneficial in supporting the future growth and providing real and meaningful connections for travel within and to/from Gawler.</p>
Schomburgk Drive	<p>Schomburgk Drive (previously known as Gawler East Link Road) connects Gawler East to Potts Road, to provide an alternative route to using Murray Street to head south from Gawler East (and vice-versa). The road is currently posted at 50kmph and receives regular feedback that it is too slow for the road environment i.e. the road has very limited access and traffic is unimpeded.</p> <p>New roads are desirably designed for 10kmph above the posted speed to improve safety performance. Consideration to a change in speed (posted speed at the design speed) must include a safety assessment before any recommendation can be made. The ultimate arrangement of the road when Gawler East and South are fully developed (and Concordia) should also be taken in consideration as to how the road will eventually operate when assessing any change.</p>

### 3.2.1 Business as Usual

The 'Business as Usual' relates to the current projections adopted for State Planning. These projections were developed from the 2016 Census. The 2021 Census projections were not available for use at the time of this project. This provides a baseline growth between today and 2041. The difference between this option and the Greener Gawler option is that this scenario only considers growth up to 2041 and does not necessarily include the proposed growth planned for the Greener Gawler scenario. It provides an appreciation (pivot point) of how the additional growth may impact on the Gawler Transport Network beyond the next 20 years.

Table 12: Business as Usual Growth Summary

Region	Dwellings	Population	Jobs	Students
Model Area	34,940	85,170	17,590	11,960
Town of Gawler	14,590	32,710	8,570	6,880

### 3.2.2 Greener Gawler

For the modelling to be completed, the development of the "Greener Gawler" land use scenario had to occur to be input into the strategic transport model, and subsequently be used in GITSSAM. The modelled area includes growth areas outside of Gawler such as Blakeview, Munno Para, Munno Para Downs and Munno Para West to the south, Roseworthy to the north and Concordia to the east. A summary of the growth assumed for this option was as follows:

- Total occupied dwellings increased to 20,660 within the ToG boundary;
- Total population within ToG increased to 48,860;
- For the modelled area:
  - Dwellings increased to 51,610;
  - Population increased to almost 124,890;
- This assumed no fewer than 10,000 dwellings at Concordia and more than 3,500 dwellings at Roseworthy;
- Total employment within Town of Gawler was assumed to more than double;
- The Gawler CBD, Kudla, Gawler East and the southern employment areas are assumed to generate the majority of additional jobs;
- Employment for the modelled area was assumed to grow by over 150%;
- Roseworthy was assumed to have a town centre for the growth area coupled with a retail precinct;
- Concordia was assumed to include a town centre plus two further local shopping precincts;
- The inclusion of five new schools within the modelled area;
- A mixture of private and public was assumed; and
- A combination of primary only and R-12 was assumed.

Table 13: Greener Gawler Growth Summary

Region	Dwellings	Population	Jobs	Students
Model Area	51,610	124,890	29,130	17,060
Town of Gawler	20,660	48,860	15,510	7,190

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### 3.4.1 Group 1: Do Nothing

Group 1 relates to no changes to the existing road and public transport networks (hence the phrase, ‘Do Nothing’). This provides a worst-case scenario where new housing, jobs and schools have been included in the future scenario, but there has been no meaningful improvements to the transport network. An improvement with respect to the modelling would constitute:

- A new or upgraded signalised intersection;
- The upgrade of a road (either through treatments that would alter the capacity of the road, changes in speed or new / subtracted lanes);
- The removal of a road or banning of movements;
- The inclusion of a new road;
- A new grade separation of roads or road/rail;
- The installation of clearways;
- New bus lanes or bus priority measures;
- Extension of a rail line;
- New public transport services.
- More minor treatments such as the upgrade of an unsignalised junction through line marking, the installation of a roundabout, line marking preventing vehicles from stopping at certain locations, parking permissions e.g. duration, installation of bike lanes, shared paths or footpath, are not detailed enough to be modelled and do not impact on a Do Nothing scenario.
- The term ‘Base Network’ represents the transport network for the Do Nothing scenario.

The Do Nothing scenario **does not** consider any of the above improvements.

### 3.4.2 Group 2: Public Transport Improvements

As public transport initiatives are complex to model and require the use of SAM (they cannot be explicitly modelled within GITSSAM), only one scenario has been proposed for assessment. The GITS includes alternative public transport solutions and recommendations (such as dedicated bus services), but for the purpose of the modelling assessment and indication of the impact public transport solutions may have on Gawler, the most likely preferred solution has been adopted. The public transport improvements included in the public transport scenario are:



- The relocation of the Kudla Station to be moved further north with a park and ride facility;
- The inclusion of a new park and ride facility immediately north of Gawler Central station;
- The reactivation of the rail line to Roseworthy, including a park and ride and station near Kangaroo Flat Road and a station at Roseworthy. This assumed a 30-minute frequency; and
- The reactivation of the rail line towards the Barossa, which will operate up to a new station (including a park and ride facility) at Concordia. This also assumed a 30-minute frequency.

New bus services for the Concordia, Gawler East and Rural Southern Areas were included in this option. The focus of these services was:

- To provide the best possible access to the Gawler rail line;
- To connect the various activity / local centres;
- Provide sensible frequencies so that travel across the day is possible, not just a focus in the peaks; and
- Linking Roseworthy with Concordia and Gawler East.

Note that the information shown in Figure 38 (rail station locations and extensions) is indicative only. Further structure planning is needed to confirm location, scale, timing, and integration with local land use and infrastructure.

Table 14: CBD Transformational Investigations

Region	Discussion / Tests
<p><b>CBD / Town Centre</b></p>	<p>The Gawler town centre (or CBD) options focussed on what could be achieved through a regeneration of the precinct from the current movement and place operation (it facilitates north-south through traffic and is also a destination for residents for shopping, dining and personal business) to a regional activity centre for Gawler residents and those in the surrounding region (a place only).</p> <p><b>Bold and transformative options (refer to next page) were considered such as:</b></p> <ul style="list-style-type: none"> <li>• <b>A town bypass;</b></li> <li>• <b>Road closures to provide a shopping mall environment; and</b></li> <li>• <b>Shared zones.</b></li> </ul>
	
<p>Example shopping mall environment (Rundle Mall)</p>	<p>Example shared use zones (Fremantle)</p>
<p><b>Gawler Rail Line</b></p>	<p>The proposed infrastructure for this region includes a local town centre, a school and a sports precinct. The Gawler rail line is a key physical barrier that will need to be crossed by cars, buses, trucks, bikes and pedestrians. The current crossings in the vicinity of Kudla are located at Dalkeith Road (near the current Kudla Station) and Clark Road (adjacent to Tambelin Station). The distance between these two crossings is ~3.5km.</p> <p>Options considered were:</p> <ul style="list-style-type: none"> <li>• The impact of not including a new crossing; and</li> <li>• A new grade separated crossing of the Gawler line.</li> </ul>
<p><b>Kudla / Evanston South</b></p>	<p>The Rural Southern Areas covers Hillier, Evanston Gardens, Evanston South and Kudla. The proposed relocation of the Kudla railway station coupled with the proposed transit-orientated development around the station, will help with a reduction in car trips, but in turn will also become a trip attractor with the associated growth in jobs and activities.</p> <p>There is an existing basic road network to the west of the Gawler rail line, which can be upgraded, and developments can connect into. To the east of the rail line, and to the east of Main North Road, there is either no road network, or very limited connections.</p> <p>Options considered included:</p> <ul style="list-style-type: none"> <li>• Road network connections between the Gawler line and Main North Road;</li> <li>• Road network connections to the east of Main North Road;</li> <li>• New signalised intersection(s) on Main North Road;</li> </ul>



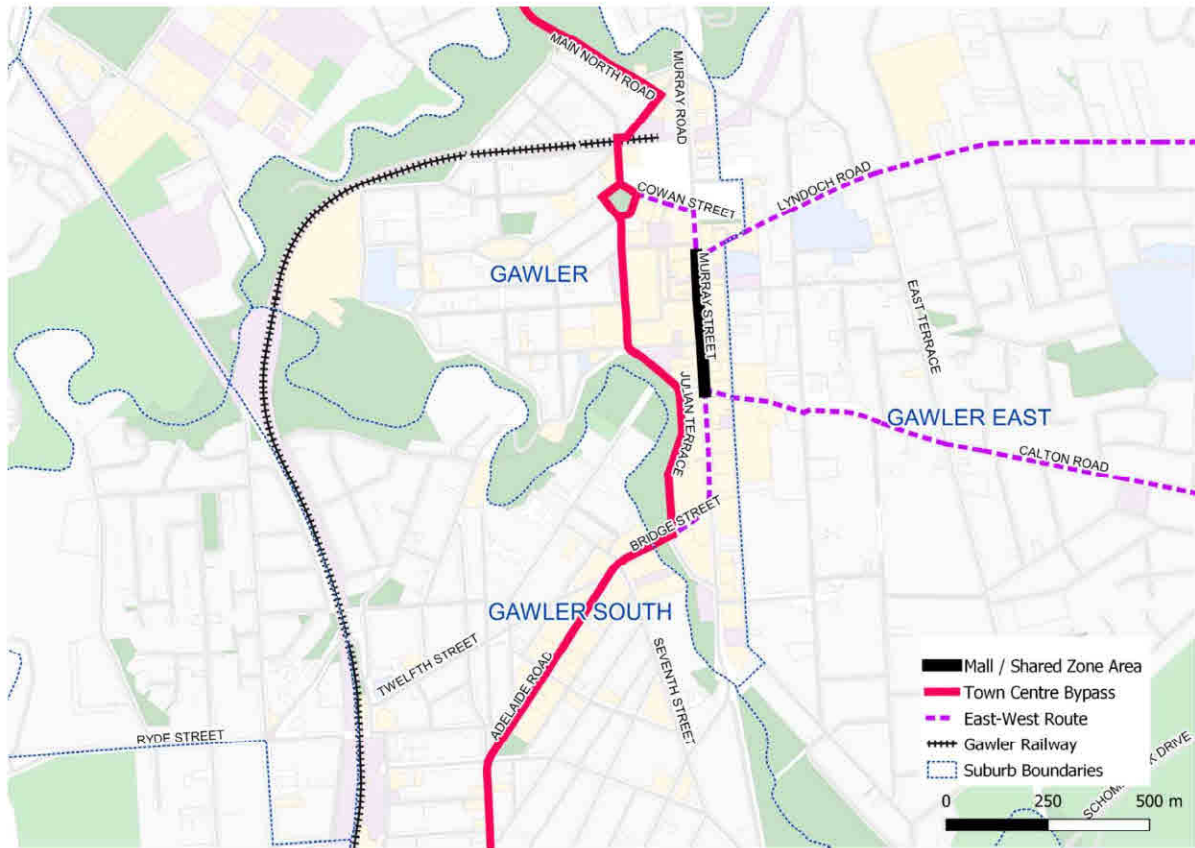


Figure 41: Network options for testing of alternative town centre connectivity

## 4.2 Road Network

Results for the different road network configurations are shown on the following pages. Plots presented in this section show the difference in average daily volume between the baseline GG scenario and the different network scenario presented.

### 4.2.1 CBD Network Options

#### Murray Street Mall

The impact of traffic volumes for the Murray Street Mall option is shown on the right. The key findings for this scenario were:

- The local road network has higher volumes as traffic seeks alternate north-south access.
- The primary change is using Cowan Street, Reid Street, Whitelaw Terrace, and Julian Terrace for north-south access around the town centre (which has been upgraded in this option to provide the alternative travel route due to the road closure on Murray St).
- King Street (assumed to permit vehicles) highlights a desire for north-south traffic to use a shorter path to connect into the town bypass.
- East Terrace and High Street were used for north-south access around the town centre for traffic on the eastern side of Murray Street.
- Calton Road has higher volumes as traffic uses this route and East Terrace / Cheek Avenue to connect to Gawler East and beyond via Lyndoch Road.

This option indicates that the bypass operates suitably to manage the impacts of the road closure, and it is mostly contained within the town centre. The bypass yields volumes upwards of 20,000 vehicles per day.

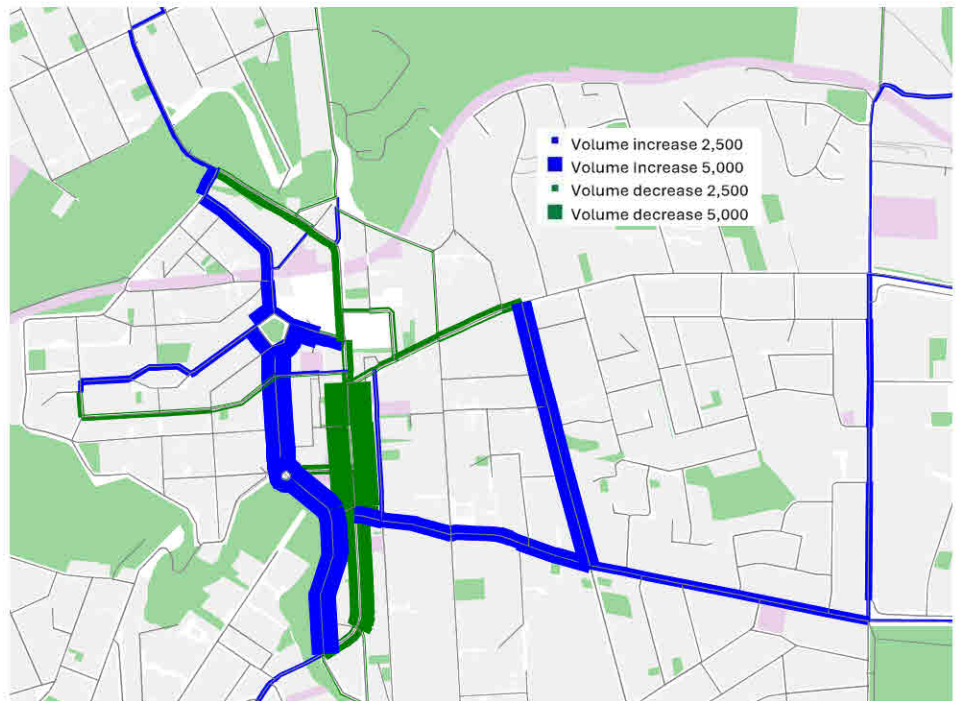
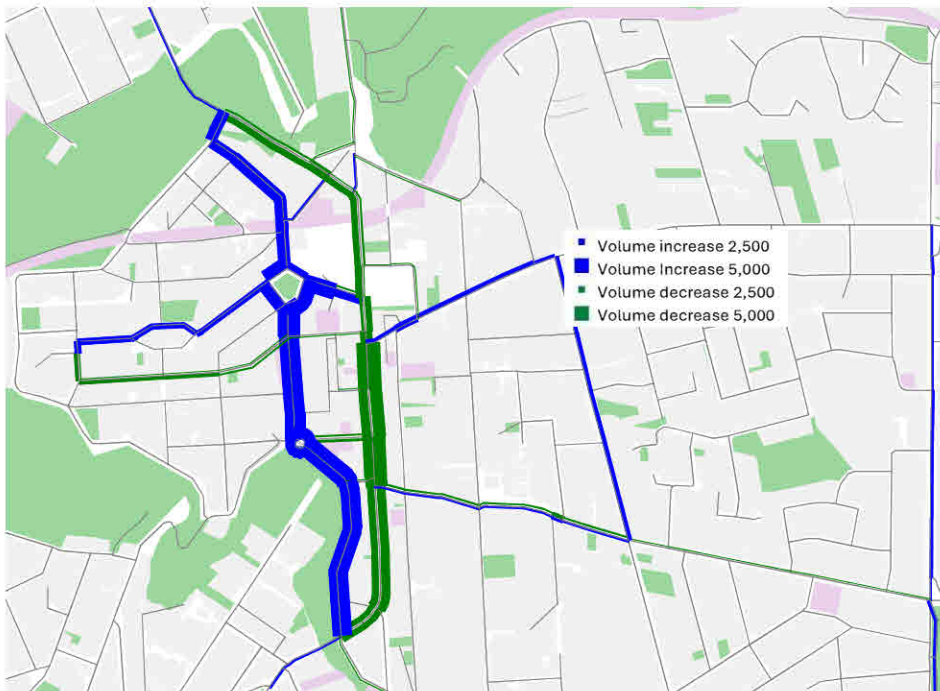


Figure 47: Volume change plot of Greener Gawler demand scenario with Murray Street Mall network option



#### Murray Street Shared Use

The impact on volumes of the Murray Street shared path option is shown to the left. The key findings for this scenario were:

- The Murray Street bypass (Cowan Street, Reid Street, Whitelaw Terrace, and Julian Terrace) attracts around 9,500 vehicles from Murray Street.
- Murray Street reduces from 24,000 VPD down to 13,500 VPD.
- The impact of this option is reduced when compared to the Mall option (which closes Murray Street).

The result from the modelling of these two CBD network options highlights that they are viable from a strategic transport network perspective. However, this is just an initial assessment and more detailed planning for the town centre would be needed to understand if they truly are something that Council could consider.

Any treatment on Murray Street needs to be considered holistically. The impacts to the adjoining streets and local residential network should be evaluated to understand how traffic will operate to minimise possible disruptions.

A planning study of the town centre is required and would include consideration of principles such as movement and place, how public

Figure 48: Volume change plot of Greener Gawler demand scenario with Murray Street shared zone network option

transport could be integrated in a seamless manner for access/egress, and what type of development would be preferable. The impact on the surrounding network is also an important consideration for options such as this and would need a detailed assessment (including consultation), to understand if restrictions (e.g. local resident access) need to be in place and the acceptance of a bypass route (location). An investigation of the town centre will also need to consider car parking impacts in terms of demand and access. Given the nature of this assessment (high level scenario testing), car parking has not been evaluated until a more suitable understanding of the needs of the town centre are understood.

## 4.2.2 Freight Bypass

### Freight Bypass

The impact of the removal of the freight bypass is highlighted on the right. Due to the significant growth assumed and limited connectivity of Concordia to the surrounding network, it was deemed that freight bypass is essential to underpinning the growth. The plot highlights the increase in traffic on the Gawler Road network that would occur if the Freight Bypass was not included. Green links highlight where traffic would deviate to use the bypass. The results highlight:

- The internal network within Concordia experiences higher traffic demand for north and south movements towards Lyndoch Road without the bypass.
- There is an increase in traffic on Lyndoch Road, Calton Road and Schomburgk Road without the bypass.
- Murray Street and Redbanks Road experience significant increases in traffic volumes. Murray Street north of Lyndoch Road and Edith Street have forecast volumes that grow substantially.
- Fewer vehicles use both the Northern Expressway and the Gawler Bypass / Sturt Highway. As much as 20,000 fewer vehicles use the Sturt Highway.

The results of this test demonstrate that without the Freight Bypass connecting to at least Sturt Highway, the Gawler Road Network will be saturated with excessive rat-running and queuing. It is likely that this would result in suppression of trip making due to the significant travel delays road users would experience.

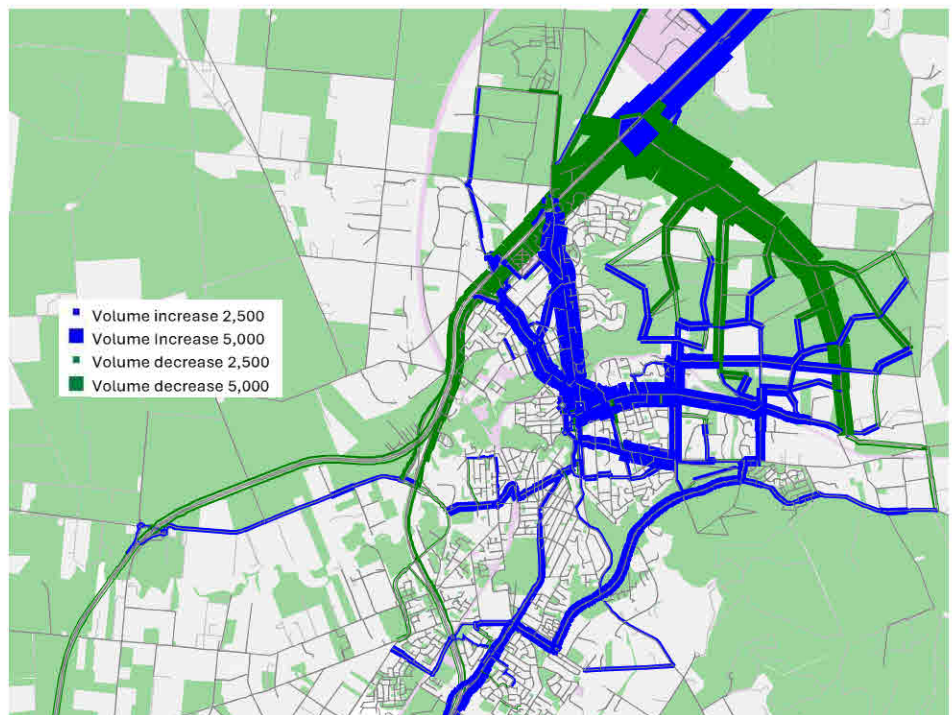


Figure 49: Volume change plot of Greener Gawler demand scenario with freight bypass from Lyndoch Road to Sturt Highway

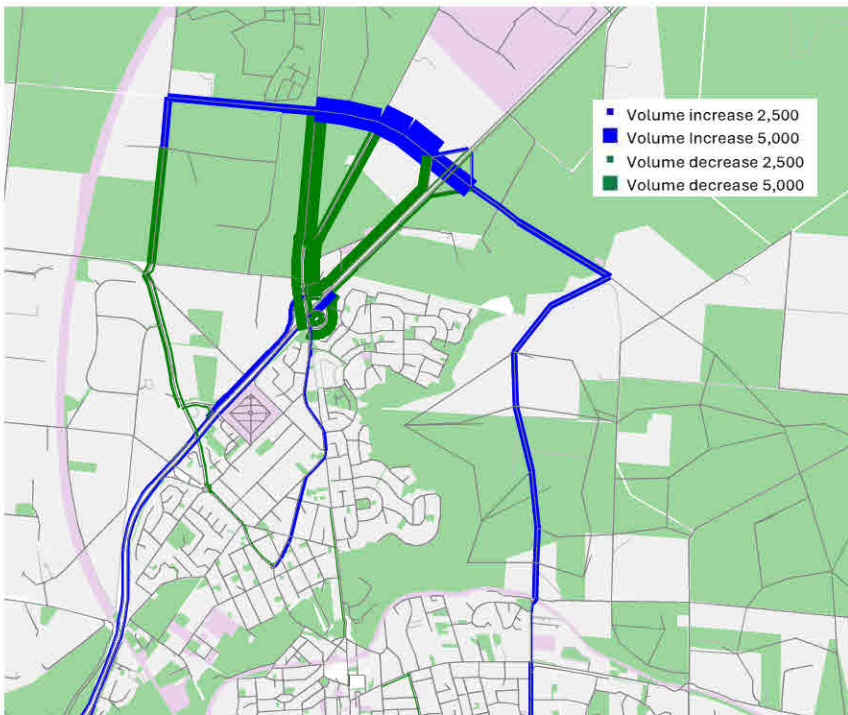


Figure 50: Volume change plot of Greener Gawler demand scenario with freight bypass from Lyndoch Road to Horrocks Highway

#### Extended Freight Bypass

The impact of extending the freight bypass to Horrocks Highway is shown on the left. This highlighted the following:

- An extended freight bypass draws traffic away from the Sturt Highway and Horrocks Highway Interchange.
- It provides an alternative route for traffic coming from the centre of Gawler to head towards Roseworthy.

The freight bypass scenarios have highlighted the impacts of providing improved connectivity from the Barossa Valley Way to Horrocks Highway. Concordia will result in a significant increase in traffic and without a connection from Concordia to the Sturt Highway, it will place significant pressure on the entire network (both north and south) and will force local roads to carry unsuitable volumes of traffic.

These results demonstrate why the base network included the connection from Concordia to Sturt Highway, as excluding it will result in unsatisfactory performance, especially near the town centre and would unduly influence the analysis and benefit of the modelling of the other options considered.

### 4.2.3 Gordon Road Extension

The impact of extending Gordon Road on network volumes is shown to the right. The main findings from this scenario were:

- The extension of Gordon Road improves local connectivity in Kudla. Over 22,000 vehicles per day are forecast to use the grade separation.
- Increased traffic on Gordon Road (shown in blue) corresponds with decreased traffic on the Northern Expressway, Main North Road and Dalkeith Road.
- The extension eases demand on Dalkeith Road with reduced vehicles.
- The increased traffic connects through to Angle Vale Road which increases by 6,000 vehicles per day, providing a much more direct route for traffic from the Rural Southern Areas to Northern Expressway.

The extension of Gordon Road ties directly into the heart of the proposed Rural Southern Areas development. Given the local nature of Clark Road, the primary crossing point of the rail is Dalkeith Road. The Gordon Road grade separation provides a core link for the connection of the community on either side of the rail corridor, and reduces the dependence on Dalkeith Road, where there is an existing level-crossing.

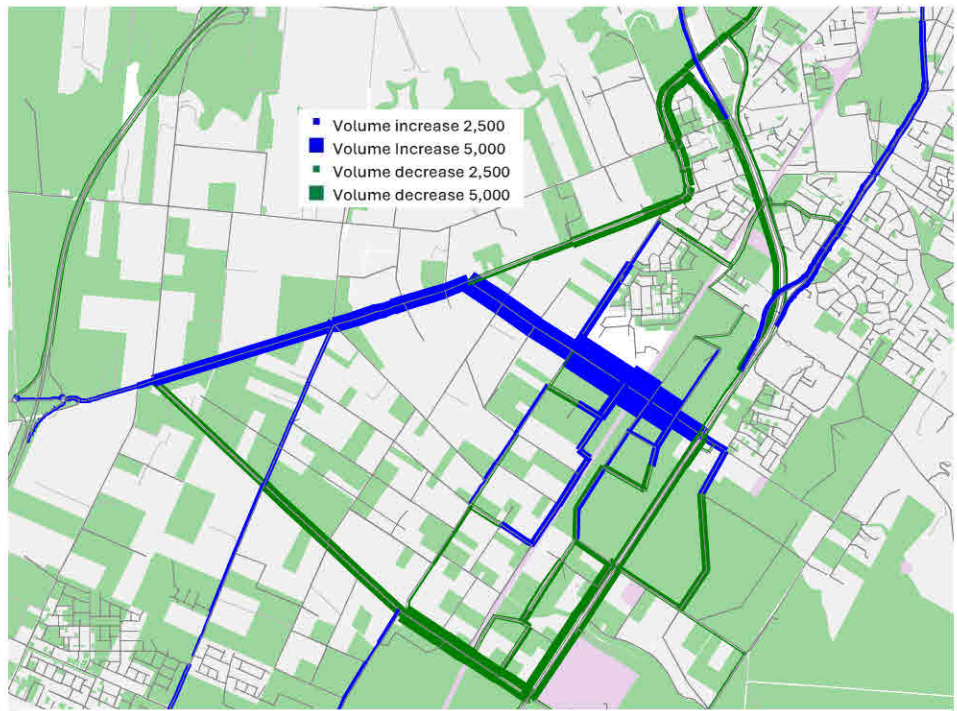


Figure 51: Volume change plot of Greener Gawler demand scenario with Gordon Road Extension

#### 4.2.4 Bentley Road Extension

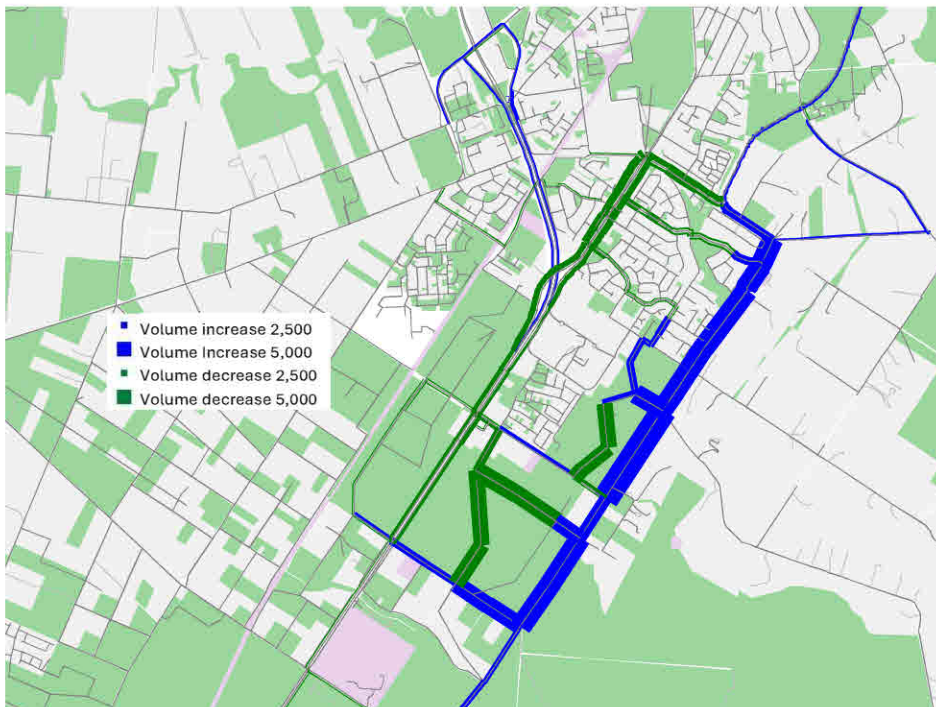


Figure 52: Volume change plot of Greener Gawler demand scenario with Bentley Road Extension

The plot shows what the impact could be if Bentley Road is extended and upgraded to a local connector route between Potts Road and Hayles Road. The findings for this option are:

- The inclusion of Bentley Road does not necessarily induce more demand via Schomburgk Drive.
- Volume differences mainly relate to north south access between Potts Road and Hayles Road.
- There is a decrease in traffic volumes on Main North Road north of the Gawler bypass.
- There are decreased traffic volumes on Potts Road and Alexandra Avenue (both leading to Main North Road).
- The local network uses Bentley Road as the primary access point into the network.
- The impact of the Bentley Road relates primarily to connecting local movements between Evanston South and Gawler South/Gawler East.

A second option relating to a duplication of Main North Road between the Gawler Bypass and Potts Road was modelled. The results from this modelling indicated that it had little impact on traffic volumes but did improve travel time performance for this section of road.

## 4.2.5 Connections through Gawler East

### Dual Access

Multiple scenarios were tested with different levels of north-south connectivity through Gawler East (linking to Concordia). The base future network assumed only the Cheek Avenue connection. The results for including an additional connection to Schomburgk Drive via Balmoral Road (near Lucks Road). The following was observed in this scenario:

- Volumes south of the Cheek Avenue connection with Schomburgk Drive were largely unaffected by the additional access.
- Volumes on Cheek Avenue and East Terrace were reduced with the new link between Barossa Valley Way and Balmoral Road increasing.
- Volumes on Calton Road between Mullamar Way and Cheek Avenue were reduced.

The impact of the additional connection assists with reductions of traffic through the Gawler Network, along Cheek Avenue, East Terrace, Calton Road and Lyndoch Road.

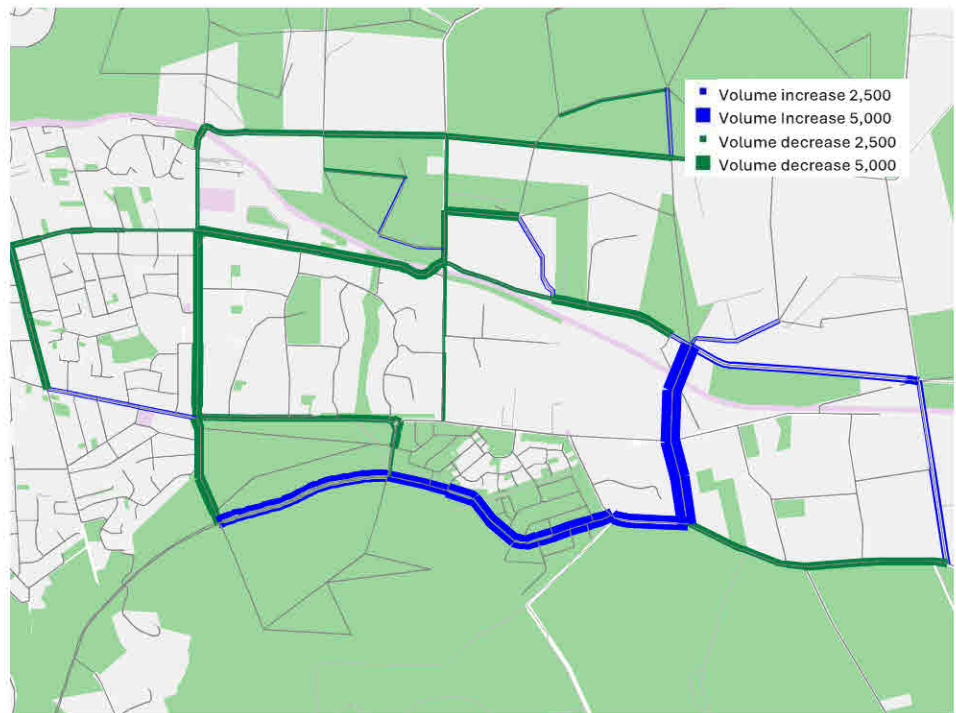


Figure 53: Volume change plot of Greener Gawler demand scenario with two Gawler East north-south connections



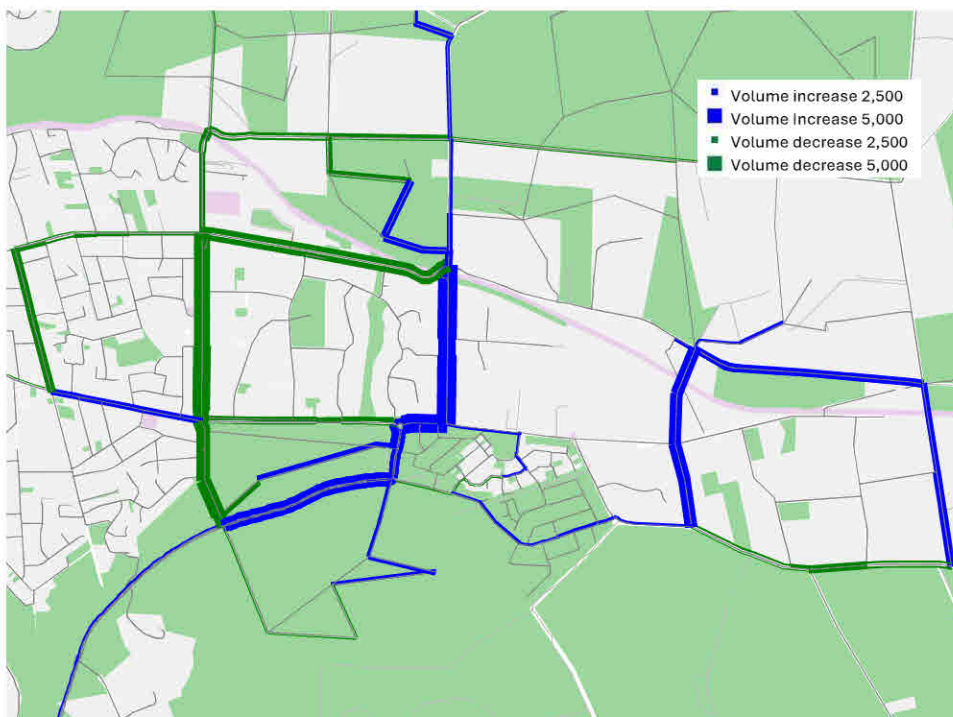


Figure 54: Volume change plot of Greener Gawler demand scenario with three Gawler East north-south connections

#### Share the Load

The results for the second option assessed include (along with the new link connecting into Balmoral Road), an improved connection via Sunnydale Avenue and Calton Road to connect into Schomburgk Drive via Mullamar Way. This option highlighted:

- Sunnydale Avenue was more central to Concordia and had a higher increase in traffic, than the eastern connection.
- Cheek Avenue and East Terrace again have a reduction with less traffic required to use Cheek Avenue to access Schomburgk Drive.
- Lyndoch Road volumes between Cheek Avenue and Sunnydale Road also reduced as traffic exiting Concordia did not need to divert to Cheek Avenue for access.
- Sunnydale Avenue has around 9,000 vehicles per day, while Cheek Avenue was around 8,500 vehicles per day. This is down from 15,500 vehicles when Cheek Avenue was the only connection. The highest volumes observed on Cheek Avenue occurred when the connection between Concordia and the Sturt Highway was removed, where Cheek Avenue reached 21,000 vehicles per day.
- It is noted that Sunnydale Avenue currently functions with volumes typical of a local street and connection would be subject to liaison with Barossa Council and the adjoining residents.

## 4.2.6 Integrated Connectivity Option

Based on the previous scenarios tested an integrated connectivity option was developed. This option included the following upgrades:

1. Share the Load (Gawler East);
2. Murray Street Shared Use;
3. Gordon Road extension; and
4. Extended Freight Bypass

The integrated connectivity option plot shows the cumulative impacts of the interventions on the road network (compared with the Greener Gawler network). The option highlights the impacts of the various network interventions were largely isolated and do not have a significant impact on the other upgrades.

This indicates that more detailed planning for each of the interventions can largely be advanced in isolation. The biggest impact on the network is the Gordon Road grade separation which enables more direct access for the Rural Southern Areas.

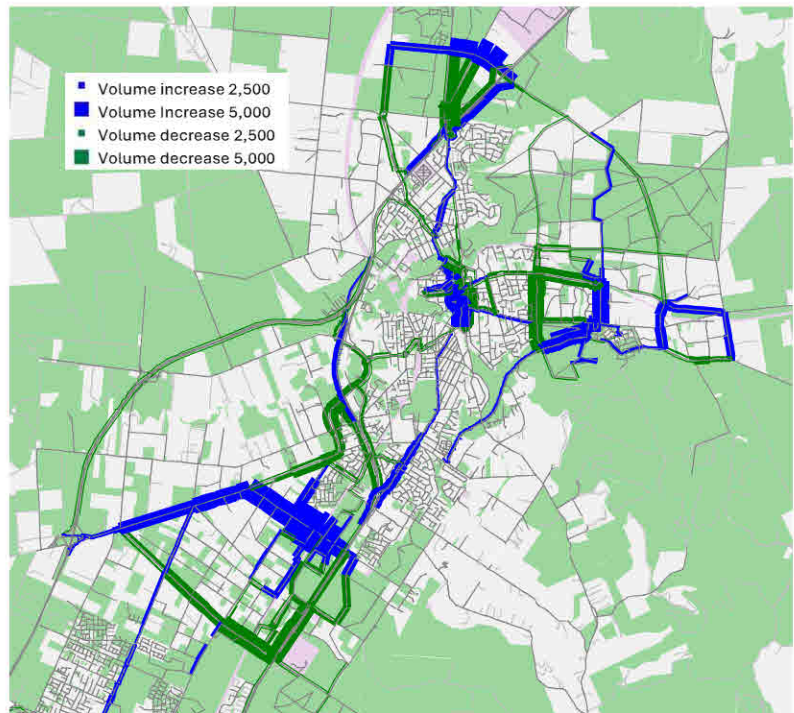


Figure 55: Volume change plot of Greener Gawler demand scenario with integrated connectivity option

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## 5. Next Steps for Gawler

### 5.1 Summary

The GITS has considered both short term and horizon planning. In the short term, there are several items that have been identified that should be a focus for Council. They include:

- An advocacy role for improved public transport services within Gawler. The State Government has demonstrated it responds to community needs with the recent announcement of a significant investment in bus services for Mount Barker. Mount Barker has several similarities to Gawler with respect to relative location to the Adelaide CBD, and poor public transport usage. Increasing the number of on-demand services and the inclusion of weekend services is a minimum upgrade for the Gawler region;
- Review of funding mechanisms and opportunities for support the role out and maintenance of pedestrian cycling facilities with the objective of accelerating delivery. The network maps identify several missing links which make using the local networks restrictive. The current budgeting plays an important role in how quickly new infrastructure can be implemented. Continued work look at grant applications and work with the State Government will be important. Identification of areas with high levels of vulnerable users (children, elderly, disabled) will provide benefits in the short term.
- The CBD has numerous issues and opportunities. Council should look at facilitating a planning study for the CBD to provide a vision for the future of Gawler, and to help address noted key issues such as:
  - Too many vehicles using Murray Street;
  - Too many trucks travelling through the heart of the CBD (in particular via Lyndoch Road); and
  - A high number of crashes and casualties within the precinct.

The modelling work completed has highlighted that changes to the way this precinct operates does not produce any major concerns with regard to network impacts. This work has been undertaken to inform on what could occur and is not an endorsement. It does however enable future planning work to occur and ask the residents and business owners within Gawler, what do they want the CBD to look like?

- A key benefit of this process has been the strong and active engagement from the community and stakeholders, and the feedback provided. Continuing to engage when key decisions are to occur is vitally important. Although this is standard operation for Council, this has been highlighted to reinforce the benefits of doing this in a well-coordinated manner.
- Enforcing the road hierarchy principles for new developments to ensure multi-modal opportunities exist for new residents when they move into the area.
- The future growth planned within ToG and the surrounding areas is significant and will impact significantly on the operation of the Gawler Transport Network. Modelling has highlighted some key risks and preferential outcomes. A connection from Barossa Valley Way to Sturt Highway is essential for reducing the impact of the Concordia development on the entire Gawler road network. Cheek Avenue can manage the increase of traffic connecting through to Schomburgk Drive, but there are clear benefits in including alternate connections to reduce the impact on these roads and improve network performance. Several junctions have been identified based on forecast volumes that will need further work to ensure safe and efficient operation.
- Public transport will not solve the traffic issues, nor will an enhanced cycling/walking network. However, they will be able to make meaningful contributions to provide residents with real choice. This will only be possible with integrated planning and ensuring new developments are strategically planned with clear approaches of the non-private vehicle modes will provide access to key attraction locations such as local business / shopping precincts (and also including bus stops and rail stations).

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## 5.2 Risks

### 5.2.1 Uncertainty

Events over the past two decades have highlighted the uncertainty we face when predicting and planning for the future. The Covid-19 Pandemic and the Global Financial Crisis of 2007 / 2008 have highlighted the uncertainty and unpredictability that we face when planning for the future. COVID-19 has impacted life in several ways, including:

- A more frequent adoption of working-from-home for certain employment types;
- A slowdown and then acceleration of immigration (which underpins Australia's population growth); and
- A reduction in public transport usage (patronage is only starting to come back to levels pre-pandemic).

Thus, it is important that when we look to the future, we consider the uncertainty we face, and how we might mitigate the risks associated with that.

Town of Gawler has no fewer than three large development areas bordering it, being Playford to the south (Munno Para, Blakeview etc.), Concordia to the east, and Roseworthy to the north. These growth areas will directly impact on how Gawler operates, and whilst Council will have some input into considerations for the growth, these will largely be decided by external stakeholders. Planning works already completed through this strategy highlight a number of impacts these regions may have on the transport network. These areas will need to be a focus for Council to help understand, inform and advocate where suitable on infrastructure needs that will not only be required from the developments, but also for Gawler indirectly as a result.

The GARP will help provide guidance regarding how the current government views growth in the Gawler region. This will provide some influence on how Council should proceed with future planning work to support the growth. However, this is a long-term document and growth will be over several decades. Thus, review and revision of plans and strategies, and the ability to be agile and adapt will be critical for Council to stay on top of planning needs to optimise the chance of the best outcome for Gawler and its residents.

Key examples of the uncertainty faced from a transport perspective include:

- Will the rail extensions occur? They have high a cost associated and have an increased risk of not proceeding accordingly.
- Will there be a crossing of the North Para River with the development of Concordia?
- How quickly will the Rural Southern Areas develop? Will Kudla Station be relocated to maximise the opportunity of providing real mode choice? Will Gordon Road be connected to provide a third crossing point over the Gawler Railway Line?

### 5.2.2 Staging Growth

Staging can have a significant impact on when infrastructure interventions are required. Gawler East was expected to grow at a much faster rate than anticipated, facilitating the need for the State Government to construct the Gawler East Link Road (Schomburgk Drive). The road was designed for the ultimate growth scenario, but currently has less than 30% of the planned growth for the area. As growth has not occurred as quickly as expected, the road design appears unsuitable for the surrounding land use.

The challenge of forecasting the future grows in complexity when staging is considered. Questions facing the region include:

- Will Concordia occur before Rural Southern Areas, or vice versa? Or will both occur at the same time?
- How quickly will the growth occur? There are several large growth areas earmarked for the north include several regions with Playford, Gawler, Light and Barossa Council regions and it is unlikely they will grow at their desired rate.
- When will interventions be required to support the growth?
- When will large social infrastructure items such as schools, sporting precincts, shopping centres etc. occur?