

MAIN STREET, CRAFTERS

RAISED WOMBAT CROSSING ASSESSMENT

TECHNICAL MEMO

1. BACKGROUND

The Department for Infrastructure and Transport (DIT) proposes to install a raised wombat crossing on Main Street, Crafters, between Station Road and Piccadilly Road. The proposed crossing will provide a pedestrian-prioritised connection within the local retail precinct.

In addition to improving pedestrian accessibility, the crossing will operate as a traffic control device, requiring vehicles to reduce speed and give way to pedestrians.

BE Engineering Solutions (BEES) has been engaged by Adelaide Hills Council (Council) to undertake a technical assessment of the proposed wombat crossing.

To gain an understanding of the existing conditions, BEES undertook a site inspection of the subject location on 9 February 2026, accompanied by two Council staff members.



Figure 1: Project Location

2. EXISTING CONDITIONS

Main Street is a two-way divided road arterial road under the care and control of DIT. It has both significant movement and place values, with having a connection to the freeway as well as significant retail activity on both sides of the road.

Council engaged WAX consultants in 2019 to undertake analysis of existing conditions and opportunities of the Crafers Village Centre area, and provide guidance for future developments.

2.1. CRASH HISTORY

A review of crash history data for the 2020-2024 period identified 6 crashes between Waverly Ridge Road and Picadilly Road: 3 right angle crashes, 1 hit parked vehicle, 1 rear end and 1 side swipe involving a bicycle.

2.2. TRAFFIC DATA

Collection and review of traffic data was not included as part of this assignment, however data from Location SA viewer shows 9000 vehicles per day (2024).

2.3. PUBLIC TRANSPORT

Main Street forms part of a bus route and is regularly serviced by routes T863, T800, T801, 892, 866 and 860F, in addition to an intercity bus service to Melbourne. Bus stops located along Main Street include Stop 25 Main Street (North Side) and Stop 25 Main Street (South Side).

2.4. PARKING AVAILABILITY

Main Street has formal and informal on street parking and is part of Crafers Village Centre area.

In total there are approximately 23 parking spaces between Waverly Ridge Road and Picadilly Road.



Figure 2: Vehicle Movement and Car Parking - Crafers Village Centre
Analysis and Opportunities Planning Plans 2019

Site observations indicate high vehicle speeds within the project area. This behaviour is influenced by Main Street's function as a connector to the freeway on-ramp, where the posted speed limit is 100 km/h.

2.5. PEDESTRIANS AND CYCLISTS

Main Street has a sealed footpath on both sides of the carriageway and includes two pedestrian crossings without pedestrian refuges: one located between Station Road and Piccadilly Road, and another at the Main Street/Piccadilly Road intersection. The southern footpath along Main Street also forms part of the Pioneer Women's Trail.

The existing pedestrian crossing between Station Road and Piccadilly Road is of particular significance, as it provides a key connection between Council's internal footpath and trail network and the Pioneer Women's Trail. The proposed wombat crossing is intended to replace this existing pedestrian crossing.

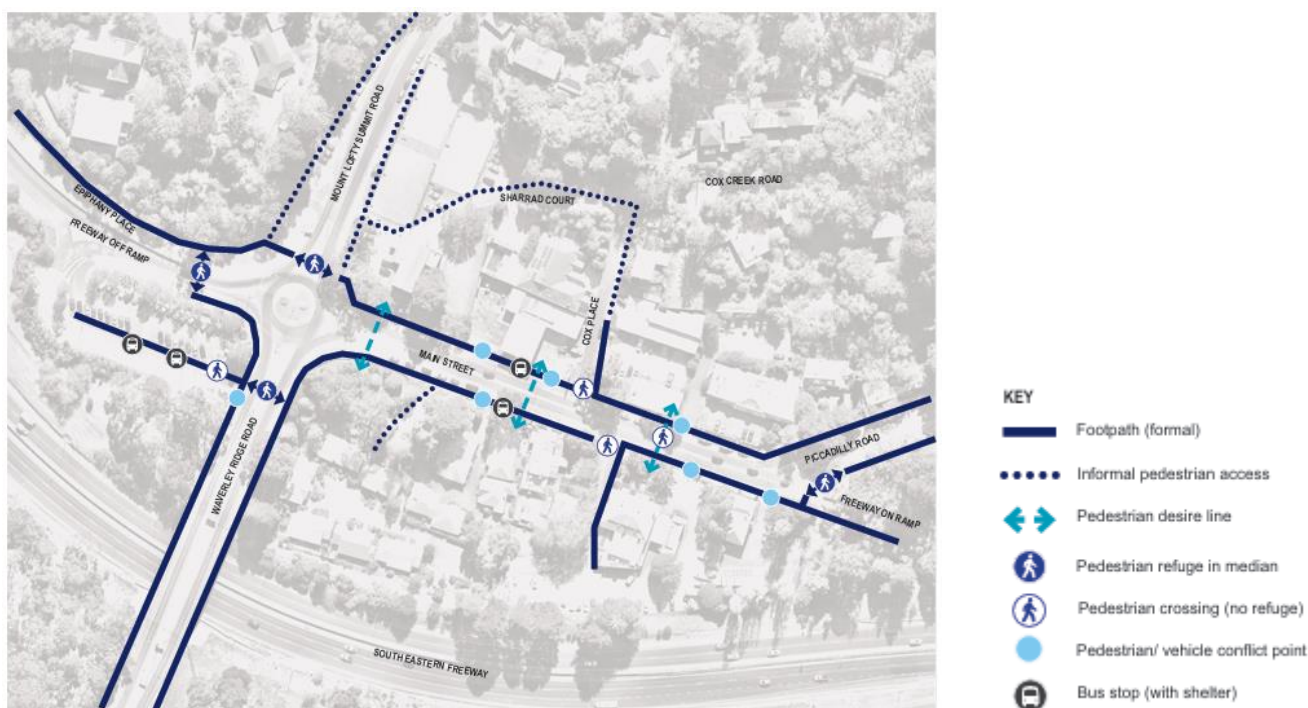


Figure 3: Pedestrian and Cycling movement- Crafers Village Centre

Analysis and Opportunities Planning Plans 2019

3. DISCUSSION

3.1. PROPOSED WOMBAT CROSSING

DIT are proposing to install a wombat crossing at Main Street, Crafers to improve pedestrian safety and accessibility. Furthermore, a 40 km/h speed limit will be introduced between Mount Lofty Summit Road and Piccadilly Road.

The wombat crossing is proposed to replace the existing pedestrian crossing between Station Road and Piccadilly Road, in the heart of Crafers Village Centre where there is retail activity on both sides of the road. The proposed wombat crossing is in the vicinity of a local post office, and a cluster of hospitality and retail businesses, making it a desire line for pedestrians. This location has also been identified as significant in Adelaide Hills pedestrian connectivity, linking local footpaths and shared paths with the Pioneer Women's Trail.



Figure 4: Existing pedestrian crossing

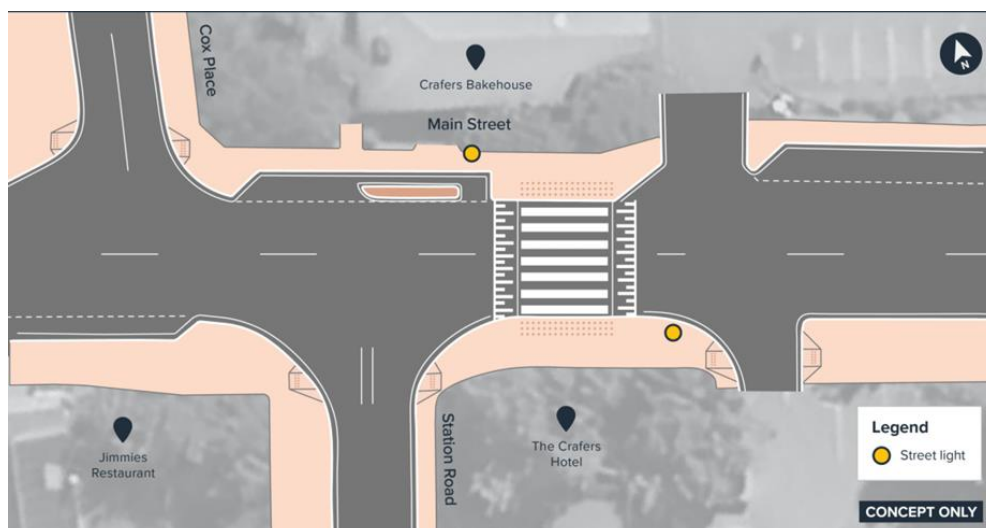


Figure 5: DIT proposed wombat crossing

To facilitate the proposed wombat crossing at this location, the existing street lighting will require upgrading to comply with AS 1158.4. In addition, on-street parking will need to be prohibited in the vicinity of the crossing to ensure adequate sightlines, in accordance with DIT's Supplement to AS 1742.10.

The proposed location is currently provided with street lighting, which can be upgraded to meet the lighting requirements for a wombat crossing. The wombat crossing is also expected to provide traffic-calming benefits and contribute to a physical reduction in vehicle speeds, supporting improved compliance with both the existing and proposed speed limits.

Concerns have been raised by adjacent businesses regarding the potential loss of on-street parking and the associated impacts on business operations. However, based on the site inspection undertaken by BEES, along with the Crafers Village Centre Analysis and Opportunities Planning documents, there

appears to be sufficient formal and informal on-street parking within the retail precinct. In addition, formal off-street parking is available in close proximity to the proposed wombat crossing.

Should on-street loading be required by nearby businesses, this can be accommodated through the indented parking bay near Piccadilly Road on a timed basis, subject to Council assessment. A full-time loading zone is not considered necessary in this context, where the retention of on-street parking is prioritised. Businesses may also consider converting private off-street parking spaces to part-time or full-time loading zones, where appropriate.

3.2. ALTERNATIVE LOCATIONS

BEES investigated alternative locations for the proposed wombat crossing. The only other feasible option identified was to relocate the crossing further west, near the existing bus stops, and to shift the bus stops to the currently proposed crossing location. This option would result in the loss of a similar number of on-street parking spaces compared to the current proposal. In addition, existing light poles would need to be relocated to accommodate the crossing at this location.

The anticipated usage of a wombat crossing at this alternative location is considered to be lower than at the proposed location, as it is further removed from the established pedestrian desire line.

Furthermore, this option would place the wombat crossing in close proximity to the roundabout, leaving a significant portion of Main Street without traffic-calming measures. As a result, it would not adequately address the observed speeding behaviour associated with motorists entering the freeway on-ramp.

4. RECOMMENDATIONS

Analysis indicates that the current proposal represents the most suitable option, as it is located on the established pedestrian desire line, has minimal impact on existing infrastructure, and provides an effective traffic-calming measure along the section of Main Street closest to the freeway on-ramp.

The available parking supply is considered adequate to support the existing mix of retail and hospitality uses within the village centre, and any loading requirements can be accommodated through timed on-street or off-street loading zones. It is therefore recommended that the proposed wombat crossing remain at its current location.

Yours Sincerely,



Darren Blasdale
Senior Associate
Be Engineering Solutions Pty Ltd