Government of South Australia
Department for Infrastructure and Transport

GUIDELINE FOR THE PREPARATION OF A TRAFFIC IMPACT STATEMENT

What is a Traffic Impact Statement (TIS)?

A TIS is a report indicating the traffic management and road safety effects for all road users, including cyclists and pedestrians, expected by the installation, operation, alteration or removal of a traffic control device.

Almost all traffic control devices have an impact on road users and the way the road and the surrounding area can be used. A TIS explains both the positive and negative effects expected on all road users by implementing the proposed devices.

A TIS is a source of information from which there should be a clear understanding of the proposal, the need for the proposal, the alternatives considered, any impacts that may occur and any measures to be taken to minimise those impacts.

A TIS provides a framework within which informed decision-makers may consider the traffic management aspects of the proposal in parallel with social, economic, technical and other factors.

A TIS also provides a record of works undertaken by the Department. The installation or removal of traffic control devices can be subject to legal scrutiny and the information provided in these document needs to be complete.

What details are required in the Traffic Impact Statement?

All relevant details of the proposal shall be provided in the TIS. These include:

- background information detailing the intent of the proposed changes, and reasons for the installation, alteration or removal of the traffic control device;
- the impacts and the likely effects of the traffic control device in the immediate vicinity of the device and where necessary, the wider area or road network;
- identification and discussion of all the advantages and disadvantages;
- the options considered and the reasoning behind the selection of the proposed device, and rejection of other devices;
- details of traffic re-distribution and generation;
- identification of the risks associated with the proposal and an assessment of these risks;
- expected time frame for the implementation of the proposed changes to traffic control devices, including any staging and timing details.

For a minor / less complex project e.g., treatment of a single site, the TIS should list in detail all signs and lines to be installed, altered or removed.

For a major / more complex project, e.g., treatment of a length of road consisting of multiple intersections, the TIS shall list the types of treatments to be installed, altered or removed.

The TIS must specifically address any devices which are recommended or optional in the standards ("should" or "may" criteria) and why these are included (or excluded).

Where a non-standard treatment or device is included in the Works, it must include a detailed assessment of the treatment or device, including any references to other jurisdictions' applicable guidance and any applicable road rules.

When preparing a TIS every effort should be made to use plain English. Technical terms should be kept to a minimum as the TIS could be read by nontechnical persons.

The TIS need not be a lengthy document and will depend on the complexity of the proposal.

Template for non-DIT roads:

The TIS template (http://www.dit.sa.gov.au/?a=43141) should be used to assist in the preparation of a TIS. This template includes the certification and endorsement statements which reflect the requirements of the Instrument to Council.

Template for DIT roads:

This template (http://www.dit.sa.gov.au/?a=404052) should be used to assist in the preparation of a TIS. It includes the certification and endorsement statements which reflect the requirements of the Instruments of Authorisation. The Project Definition Report may contain information useful for inclusion in a TIS.

The TCD Proposer is a person responsible for arranging and providing the information necessary for an application for approval, and for ensuring the project is completed. The Proposer is not necessarily the sponsor of the project or the person proposing the actual treatment.

A TIS must be certified by a Recognised Traffic Engineering Practitioner (list available internally only)

A Traffic Impact Statement is not required for the following:

- Upgrades to pedestrian facilities i.e., push buttons, microwave detectors, pedestrian ramps or tactile ground surface indicators;
- Lantern upgrades to LEDs or size of lanterns from 200mm to 300mm;
- Traffic signal controller upgrades or change over;
- Changes to visors or louvres;
- Changes to signal group, detector or post numbers;
- Changes to type of detector ie internal or external;
- Changes to or addition of SCATS connection details;
- Addition of external devices i.e., CCTV or UPS etc;
- Changes to sheet continuation notes;
- Plan upgrades to match existing site details;
- Changes to general notes;
- Addition of 'Superseded' or 'Part Superseded' notes;
- Changes to road names or property boundaries;

Examples of Traffic Impact Statements

The following examples are provided for guidance only:-

- smaller / less complex project (http://www.dit.sa.gov.au/?a=139587)
- larger / more complex project (http://www.dit.sa.gov.au/?a=139588)