



TRAFFIC IMPACT STATEMENT

KNet File No: #148850280

PROJECT: District Council of Ghent. Proposed Permanent Road Closure of Old Town Road junction with RN8880 Ventura Highway, Port Agaff, SA, 5997.

DRAWING NO.	SHEET NO.	AMENDMENT NO.
As per attached aerial image with mark-up	NA	NA

LOCATION: RN8880 Ventura Highway intersection with Old Town Road and Copperhead Road, Port Agaff SA. 5997. RRD204.01.

BACKGROUND

District Council of Ghent proposed permanent road closure in accordance with the Roads (Opening and Closing) Act, 1991 have proposed the full time closure of the Old Town Road eastern leg of the intersection with Ventura Highway and Copperhead Road, Port Agaff.

PROPOSAL

District Council of Ghent have proposed to the full time closure of the Old Town Road eastern leg of the intersection with Ventura Highway and Copperhead Road intersection with the western section and junction of Old Town Road reserve being transfer back to adjacent land owners for agricultural purposes. The existing intersection layout is as follows: This section of the Ventura Highway is a two way, two lane undivided sealed carriageway with an 110km/h posted speed limit. The intersection of Old Town Road and Copperhead Rd are both controlled with Give Way and advanced Give Way signs on both approaches. Copperhead Road has a sealed approach with a give way holding line installed and Old Town road is unsealed with no give way holding line but a break in the Ventura Highway edge line only.

TRAFFIC CONTROL DEVICES

Standard traffic control devices

This proposal includes the following traffic control devices to be installed or removed in accordance with the Australian Standards, Code of Technical Requirements and Operational Instructions:

- Removal of both the existing Old Town Road give way and advanced give way signs.
- Installation of a D4-SA2-1 Bi-Directional Hazard Board at the Old Town Road closed junction opposite the Copperhead Road terminating junction.
- Removal of the southern approach advanced W2-1C (Cross Roads warning sign) and the replacement with a W2-4C (Side Road Intersection / Left warning sign). The existing 250m supplementary plate is to remain.
- The installation of two temporary T1-23AA (Changed Traffic Conditions) sign with the southern approach sign being temporarily attached to the existing advanced side road intersection / left sign for the period of 30 days and the installation of a northern approach sign on a single post approximately 180m to 250m from the Copperhead Road junction for a period of 30 days.
- Closure of the white edge line gap on the closed Old Town Road junction.

Non-standard traffic control devices

This proposal includes the following traffic control devices which are **non-standard**, or are **not** being used in accordance with the Australian Standards, Code of Technical Requirements and Operational Instructions:

- No non-standard traffic control devices required.

IMPACTS

Safety improvements reduced conflict points.

OUTCOME

Improved road safety as a result of the reduction in entering and exiting traffic turning movements from the Old Town Road closed leg of the intersection.

CONSULTATION

Consultation with Road Assets and Land Use Co-ordination completed. District Council of Ghent has completed public consultation and have completed transfer of land titles as part of the Road Closure process.

TRAFFIC IMPACT STATEMENT CERTIFICATION AND ENDORSEMENT

Select one of the following:

- For proposals with standard traffic control devices only**
I certify that the installation, alteration or removal of the traffic control devices described in this TIS and shown on the attached plan(s) is appropriate to achieve the desired traffic management and road safety outcomes at the location, **and** is in accordance with the Australian Standards, DIT's *Code of Technical Requirements* and DIT's *Operational Instructions*, and I endorse this traffic impact statement.

or

- For proposals with non-standard traffic control devices**
I certify that the installation, alteration or removal of the traffic control devices described in the TIS and shown on the attached plan(s) is an appropriate treatment at the location and I endorse this traffic impact statement.

PREPARED BY: (Traffic Control Device Proposer) Signed:	Name: Phil Dittin	Date: 19/02/2019
	Position: Senior Technical Officer, Rural. Road Assets	
ENDORSED: (Recognised traffic engineering practitioner) Signed:	Name: Noah Guy	Date: 21/02/2019
	Position: Manager, Traffic Services	

ATTACHMENT

