	STOCK CROSSINGS AT GRADE	POLICY PROCEDURE	1
		STATUS	FINAL
		DATE	MAY 2008

1. Objective

The objective is to ensure all stock crossings at grade are correctly located, designed and managed to provide a safe driving environment and minimise the potential for damage to the roading network.

2. Purpose

This procedure is intended to:

- Comply with Council's Roading Policy, Sections 2.2, 2.3 and 2.6
- Correctly site and operate crossings
- Employ appropriate warning devices
- Reduce the risk of damage and injury from road users being confronted with stock crossing the road
- Avoid debris and effluent being left on the road and creating a hazard.

3. Procedures

3.1 Applications

Every person who requires a stock crossing shall obtain a permit from Council.

All permits for stock crossings at grade expire 12 months from the date of issue.

Applications for stock crossings shall include the following information:

- Locality and site plan
- Type and number of stock
- Frequency of use
- Stock control measures
- Measures to be undertaken to ensure compliance with the Code of Practice for Temporary Traffic Management
- Evidence of Public Liability Insurance to the value of \$1 million.

Each application shall be accompanied by the prescribed fee and bond as set out in the Council's Schedule of Fees and Charges.

All sites shall be numbered with a registration tag, supplied by Council at time of permit, to allow easy identification and is visible from the road.

Permits are non-transferable and shall expire upon a change of ownership or management of the property.

A permit shall only be renewed for regularly used crossings on Groups 3 and 4 roads upon evidence of compliance with the Code of Practice for Temporary Traffic Management.

No new stock crossings at grade permits shall be issued for high and medium use roads (Groups 1 to 4).

however

Council may, in exceptional circumstances, approve a special permit for stock crossing at grade for specific stock crossings.

Council shall consider applications for special permits on a case-by-case basis and applicants shall be required to submit detailed traffic and risk management plans showing how all the risk and nuisance factors are to be controlled.

Note The financial cost of installing alternatives to the crossing is not considered to be an exceptional circumstance.

3.2 Location

Stock crossings shall be sited to permit road users a safe stopping distance for roadway users relevant to the speed environment of the roadway (ie a minimum sight distance of 100 metres for 70 km/hr, 170 metres for 100 km/hr etc.) with the appropriate warning signage installed. Approved warning lighting shall be provided on all crossings.

Signs shall be removed or folded away when the crossing is not in use.

3.3 Design

A direct crossing perpendicular to the roadway alignment is preferred. Diagonal crossings maybe approved in exceptional circumstances on application. Historic use does not imply further continuance of the crossing is guaranteed, in particular Groups 1 - 4 roads which will require special exemption to continue operating.

Gates shall be set back in the property and hung to open away from the road.

Entrance and race shall be constructed of hard fill material with cambered free draining profile for 50 metres from the edge of the roadway formation each side of the roadway. The crossing shall not interfere with the existing side drainage along the roadway.

Timber fences may be erected on each side of the crossing but shall not extend closer to the road than the distances set out in the Clear Zone Standard and posts shall be no greater than 100 mm diameter. Standard fence details are available from the Southland District Council.

See attached plan Stock Crossings at Grade Permanent Crossing Layout Plan.

3.4 Stock Crossing Effects

The road surface at a stock crossing shall remain free of debris and effluent that may contribute towards the diminishing of the road surface friction. Adequate provision shall be made or sought for the regular removal of debris and effluent off the road. If necessary, resource consents shall be obtained to meet this provision.

Where a crossing is creating undue nuisance to other road users or is incurring excessive maintenance costs the Council may require the applicant to close or relocate the crossing or construct a durable roadway pavement in concrete or similar hard materials over the extent of the crossing.

The SDC Rooding Bylaw Section 6 (Stock Droving) shall be binding on this process.

Note If Council receives three complaints within a 12 month period that are found to be justifiable the Stock Crossing permit may be revoked and the crossing closed down. Reinstatement will be at the discretion of Council who may impose additional conditions.

3.5 Operations

The crossing shall have a drover in attendance at all times that the crossing is in use.

Tapes across the roadway shall **not** be permitted in any situation.

Flood lighting shall be provided for the full width of the crossing from boundary fence to boundary fence where any crossing will be used during the hours of darkness.

3.6 Deer Crossings

Where a crossing is used to move deer across the road, applicants may provide approved gates across the road. These gates are to be removable and shall not include any permanent structures on the road margin.

An approved traffic management plan shall be provided and followed when the crossing is in use. Applicants are referred to the TNZ Code of Practice for Temporary Traffic Management. All necessary safety measures and associated costs shall be the responsibility of the operator.

4. Legislation and References

Sections 341 and 357 Local Government Act 1974

Southland District Council Rooding Bylaw 2001

Traffic Regulations 1976

Southland District Council Subdivision and Land Development Bylaw 2005

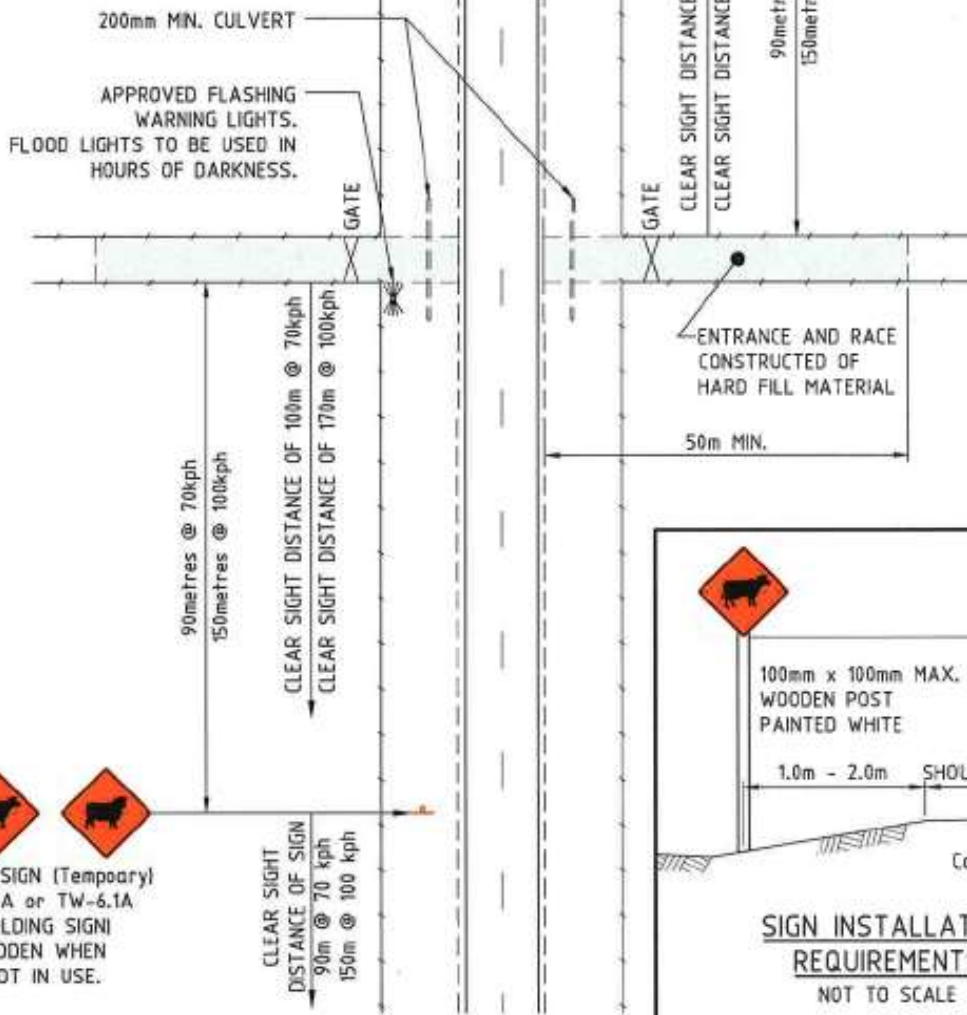
Code of Practice for Temporary Traffic Management (CoPTTM)

Temporary Traffic Management for Local Roads, Supplement to CoPTTM (230/231).

ORIGINAL SIZE A4 DO NOT SCALE - IF IN DOUBT, ASK

SERVER: INVERCARGILL (indwin) TAB/DWG: G011 / 8893504_G011.dwg

- NOTES.**
1. TAPES ACROSS THE ROADWAY SHALL NOT BE PERMITTED IN ANY SITUATION.
 2. CROSSING TO HAVE DROVER IN ATTENDANCE AT ALL TIMES.
 3. ROAD SURFACE SHALL BE KEPT FREE OF DEBRIS AND EFFLUENT.



STOCK SIGN (Temporary)
TW-6A or TW-6.1A
(FOLDING SIGN)
HIDDEN WHEN NOT IN USE.

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SCALES : N.T.S		
	INT	DATE
DESIGNED		
DRAWN	PJC	10/07
CHECKED	J WEBB	10/07
APPROVED		

STOCK CROSSINGS AT GRADE

PERMANENT CROSSING LAYOUT PLAN



Sheet Stamp		
Date Stamp 06/11/2007		
Job No.	Sheet No.	Rev.
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Stock Crossing Signs - Permanent Crossings

Sign and Warning Device Requirements

- The required signs are either a TW-6A (cattle) or a TW-6B (sheep); which ever is the most appropriate for the majority of stock using the crossing.
- The sign will be a folding sign. A full length stainless steel hinge is recommended.
- The symbol will be a black silhouette with a black border around a 750 mm x 750 mm diamond shaped sign (as per the Manual of Traffic Signs and Markings).
- The orange background will be a minimum High Intensity reflective material (Class 1).
- Sign is to be manufactured to meet the standards specified in the RSMA Standard for the Manufacture and Maintenance of Traffic Signs, Posts and Fittings.
- An amber rotating flashing light mounted at the crossing point and located to be clearly visible in each direction.
- The sign shall be opened while stock is on the road.

Installation Requirements

- Sign to be mounted on a 100 mm x 100 mm square treated wooden post. The post will be painted white.
- The post will be located 1.0 metres to 2.0 metres off the outside edge of the gravel verge.
- The height from the road level to the underside of the sign shall be 1.50 metre minimum.
- As near as possible the signs should be located as per the following table:

Traffic Speed	70 km/hr	100 km/hr
Distance of sign prior to the stock crossing	90 m	150 m
Approaching drivers uninterrupted viewing distance of the sign	80 m	120 m

Note The signs must always be folded down when not in use.

Non-compliance with these requirements shall be deemed as an offence against the Rooding Bylaw 2008.