

Sign installation requirements for temporary crossings

- Sign to be mounted on a suitable stand and must be stable under adverse weather conditions and vehicle created draft.
- The sign and the stand will be located in the gravel verge on a sealed road and up to 1m off the edge of a gravel road.
- The height from the road surface to the centre of the sign will be a minimum of 1.25m.
- As near as possible, signs should be located as per the traffic speed table above.

Note: For vehicle or bike mounted sites, a 750mm x 600mm rectangle shaped sign may be used with an appropriate attachment.

Races on Road Reserve

The erection of stock races on road reserve for the regular movement of livestock is only permitted if prior consent is given by the Council. Where consent is given, the following conditions apply:

- Race pavement formed with hardfill
- The siting of the fence must give due regard to the requirements of all road users including pedestrians.
- A road shall have a race only on one side.
- A fence and edge of race shall be no closer than 1.25m from the edge of a road except existing watertables shall be avoided.
- The construction and use of the race shall not encroach into or foul watertables and drains.
- The applicant and subsequent users shall be responsible for locating, avoiding and provision for reinstatement of underground services and culverts and drainage structures.
- Stock shall not be left in a race during darkness.
- Reflective markers or road marker posts shall be maintained at 100m intervals along the race.
- Council may require the fence and race to be removed and flank reinstated at any time, with three months notice being given.
- If stock cross the road at the entrance or exit of a roadside race then conditions for road crossings shall apply.
- Give due consideration to the effect of the race and stock movement on properties fronting road reserve.

Three-Stage Enforcement Process

Council has adopted the following three-stage enforcement process for dealing with a wide range of roading issues.

Please note that for significant road safety hazards, stage three will be immediately implemented and works will be passed on to a contractor with resulting costs passed on to the owner/operator.

Stage One, Verbal: When an issue is identified and inspected onsite by our roading staff and warrants further action, the first approach to the owner or operator will be verbal. This will include discussion of the issue and a brochure such as this one will be left explaining the provisions of the roading bylaw and what the next steps will be if the problem isn't resolved. (Please see the back of this brochure for other brochures on our Roading Bylaw).

It should be noted that for any maintenance work on the road reserve a traffic management plan must be obtained.

Stage Two, Written: If the issue isn't resolved in a timely manner, a follow-up written warning letter will be sent. This will reiterate the provisions of the Roading Bylaw or relevant legislation and will specify a timeframe for rectifying the issue. If the issue is still not rectified within the specified timeframe, Council will undertake remedial work and pass the cost on to the owner or operator.

The timeframe will depend on the degree of the safety hazard.

Stage Three, Council Remedial Works: As a last resort, we will arrange to have the work undertaken to fix any damage and/or remove any hazards from the road reserve. The cost of this will be recovered from the owner/operator plus a margin of 10% to cover Council administration and inspection costs.



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Stock Crossings & Races on Road Reserve

Photo by Jenni Kini



Part One of a Series on Council's Roading Bylaw/Policy

In July 2008, after a lengthy period of public consultation, Council adopted a new Roding Bylaw which consolidated our Stock Droving, Parking and Traffic, and Speed Limit bylaws.

It also includes new requirements such as the need for any new dairy conversion or expansion operating on opposite sides of the road to install a stock underpass, unless exempted by Council in some situations.

In this brochure, we explain the new requirements under the Roding Bylaw relating to Stock Crossings and Races on Road Reserve, as well as those existing key requirements carried over from the old bylaws.



Do I require a Stock Underpass?

Any new dairy conversion or expansions with property operated on opposite sides of the road must install a stock underpass.

If the annual average daily traffic is less than 500 vehicles, a stock underpass may be exempted by the Council's District Assets Committee.

The Committee will take a number of factors into consideration when making its decision. Factors include the volume and mix of traffic, whether the road in question is sealed, the geometry of the road, any maintenance issues which could arise, and potential inconvenience to other road users.

To apply for an exemption for a stock underpass, please get in touch with one of our Roding Engineers.

If exemption is granted, this will be for a period of two years, then the performance will be reassessed.

If you intend on installing a stock underpass which crosses under a Council road, please call us to make an appointment for us to inspect the likely site and verify Council's requirements.

Applying for a Stock Crossing

Council's written consent is required if you plan to use any road, or part of any road reserve, for the regular movement of stock, including the droving of milking stock for milking purposes.

As part of these consent conditions, Council may require you to only use specified points of access to and from the farm as it considers it necessary to ensure that danger to other road users is minimised.

Please contact us for an application form if you wish to operate a Stock Crossing over the Road Reserve.

Stock Crossing requirements

The following guidelines apply for stock crossings over formed roads, which have been permitted by Council:

- Please ensure the stock crossing is sited to ensure effective, safe stopping sight distance for road users relevant to the speed environment of the road - i.e. 100m for 70kph, 170m for 100kph.
- Please avoid obstructing road user visibility of the full width of the road reserve.

- Erect warning signs in accordance with the sign requirements outlined below.
- Warning signs shall be kept covered or folded down when not in use.
- Gates shall be erected at the race entrance on each boundary at least two metres back from the watertable.
- The entrance and race should be constructed of hardfill material with cambered free draining profile for 15m from the edge of the road formation on each side of the road.
- A direct route perpendicular to the road alignment shall be used.
- A temporary electric tape can be erected across the road reserve at a maximum height of 600mm to aid stock movement. This must be removed between stock crossings and not just lowered to road level.
- The cattle shall be under the control of a drover at all times when using stock crossings.
- The stock crossing shall not impede roadside drainage or cause runoff to be diverted onto the road.
- The permit holder and/or landowner shall be required to keep the stock crossing clear of surface debris.
- The stock crossing is installed at Council's pleasure and must be removed upon request.

Where heavy use stock crossings apply, and underpasses and not warranted, Council may require financial assistance from the landowner to construct a durable road pavement over the extent of the crossing. This action by Council shall be limited to situations where excessive maintenance costs are incurred.

Sign requirements for permanent and temporary crossings

- The required signs are either a TW-6A (cattle) or a TW-6.1A (sheep) (as per Manual of Traffic Signs and Markings); whichever is the most appropriate for the majority of stock using the crossing.
- For permanent crossings, the sign will be a folding sign. A full-length stainless hinge is recommended.



TW-6A (cattle)



TW-6.1A (sheep)

- The symbol will be a black silhouette with a black border around a 750mm x 750mm diamond shaped sign (as per Manual of Traffic Signs and Markings).
- The orange background will be a minimum of High Intensity reflective material (class 1).
- Sign to be manufactured to meet appropriate standards. Please contact our roding staff if you are unsure of the standards.

Sign installation requirements for permanent crossings

- Sign to be mounted on a 100mm x 100mm square treated wooden post. The post shall be painted white.
- The post shall be located 1-2m off the outside edge of the gravel verge.
- The height from the road level to the underside of the sign shall be 1.5m minimum.
- As near as possible, signs should be located as per the following table:

| Traffic Speed | 50 km/h | 70 km/h | 100 km/h |
|--|---------|---------|----------|
| Distance of sign prior to the stock crossing | 60m | 90m | 150m |
| Approaching drivers uninterrupted viewing distance of the sign | 60m | 80m | 120m |