

DEER CROSSINGS

Operations Committee – 4 February 2000

Council Approval

The applicant shall apply to the Council for approval to install a deer crossing prior to any construction commencing.

Approval to install and operate a deer crossing shall be in the form of a letter of approval to occupy Council road reserve. The approval may be amended or revoked by the Council at any time. If revoked the crossing operator shall be responsible for the immediate removal all structures at his own expense.

The crossing operator shall remain responsible for the safety and operation of the deer crossing.

Indemnity

The crossing operator shall at all times indemnify the Council in respect of any loss, damage or expense suffered or incurred by the Council as a direct or indirect consequence of any act, error or omission by the crossing operator and for which the crossing operator is legally liable.

Insurance

The crossing operator shall take out and maintain at his own cost, for the duration of the approval, Public Liability insurance for an amount of not less than \$2,000,000. All such insurance shall be for such terms and with such insurers as the Council may reasonably require.

The crossing operator shall, if reasonably requested by the Council, provide evidence that the insurance required is in force and current premiums are paid.

Vehicle Sight Distance

Deer crossings shall be erected at a location where the following sight distance can be achieved in both approach directions:

Unsealed Roads (environmental speed approx. 80 kph)	170 m
Sealed Roads	250 m

Structures

All permanent structures shall be erected in a workmanlike manner of durable materials and at no cost the Council.

All permanent structures shall be setback a minimum distance of 5.0 metres from the edge of the carriageway.

A lesser setback distance may be permitted when the following conditions exist:

‘Remoteness’ of location (i.e. no-exit road, low traffic volumes).

Low environmental speed of road.

Roadside drainage facilities will not be affected.

Transportation of Wide Loads on road is unlikely.

If a reduced setback distance is approved the following additional conditions may apply:

- Posts nearest the road edge shall be painted white.
- Posts nearest the road edge shall have bridge end markers installed.
- Pre-warning “Road Narrows” signs shall be installed.
- The passage of Wide Loads will be accommodated by the crossing operator and may necessitate the temporary dismantling of a portion of the crossing at the crossing operator’s expense.

No permanent structure shall impede visibility of existing road signs.

No permanent structure shall impede the function or maintenance of roadside drainage facilities. The installation of culverts across raceways may be required.

Any permanent gates, which can be swung across the road to form a race, shall be padlocked in the stored position when not in use.

The Council's Policy for Vehicle Accessways and Crossings shall apply to deer crossing gates that are also used for general paddock access.

Operation of Deer Crossing

Transit TW-20A "ROAD CLOSED AHEAD" signs shall be placed at the Sight Distance mentioned above from the deer crossing in each vehicle approach direction just prior to the gates being closed. These signs shall be manned by a warning persons and the signs and persons shall be visible for a further 120m.

No motorist shall be delayed for more than 5 minutes. Holding pens may need to be provided on each side of the deer crossing to reduce the deer crossing time to a practicable minimum. The road shall be closed only while the deer are actually crossing.

The deer crossing shall only be used during the hours of daylight and when there is good visibility.

The frequency of use of the deer crossing shall be no more than 10 times per year.

The crossing operator shall consider whether it is necessary to notify Emergency Services that the road is to be closed.