About this document

The use of signs, markings and other devices at railway level crossings, based on uniform standards and practices, is essential in the interests of safety for both rail traffic and road users.

This Part of the Manual of Uniform Traffic Control Devices sets out the various controls used at railway, cane railway and combined railway/cane railway level crossings and describes the devices and assemblies, their use and location to achieve these controls.

How to use this document

This document is designed to be read and applied together with AS 1742.7-2016 Manual of Uniform Traffic Control Devices Part 7 (AS 1742.7-2016). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS 1742.7-2016 applies in Queensland
- has precedence over AS 1742.7-2016 when applied in Queensland
- has the same section and clause numbering and headings as AS 1742.7-2016.

The following table summarises the relationship between AS 1742.7-2016 and this document:

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<td>Part or all of the section or clause has been accepted with additions, deletions or differences.</td>
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<td>There is no equivalent section or clause in the Australian Standard.</td>
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<td>Not accepted</td>
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Definitions

The following general amended definitions apply when reading AS 1742.7-2016.

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| AS 1742.7-2016| AS 1742.7-2016, as amended by this document  
For example, a reference to AS 1742.7-2016 means you must refer to the Australian Standard Part 7, and Part 7 of the Queensland Manual of Uniform Traffic Control Devices (Queensland MUTCD).  
Throughout AS 1742.7-2016, references are made to other parts of the Australian Standards (for example, when reading Part 7 you may be referred to Part 3 for further information.) In this case, you must refer to the equivalent Part within the Queensland MUTCD first. Check the applicability of the equivalent Part in the Queensland MUTCD before referring to the referenced Australian Standard Part. |
| ALCAM         | Australian Level Crossing Assessment Model |

Reference to…  Means

- AS 1742.7-2016
- ALCAM
## Relationship table

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Foreword

Addition
Guidance on when a crossing should progress from one hierarchical step in the type of control to the next can be found in risk assessment models such as ALCAM (Australian Level Crossing Assessment Model).

1 Scope and general

1.5 Definitions

1.5.10 Should

Addition
Indicates a recommendation. Where the word ‘should’ is used, it is considered to be recommended usage, but not mandatory. Any recommendation that is not applied must be based on sound traffic engineering judgement and documented.

4 Application of signs and markings to railway crossings

4.8 Stop signs at combined road / rail crossings

New
A combined road/rail crossing is where a road crosses another road and a railway line. If stop control is justified as a result of inadequate sight distance, the following combination of signs is required (refer Figure 4.2). This particular set-out is required to convey the message that motorists approaching the intersection shall give way to both trains and motor vehicles crossing the intersection.

6 Pedestrian and bicycle treatments at railway crossings

6.5.4 Cyclists dismount (G9-58)

Difference
This sign may be used at crossings that are primarily used by pedestrians, i.e., that are not part of a shared path, but may be used by cyclists. If used, it shall be located at the entry to each enclosure on the non-track approach.

Note: This sign is intended to emphasize to cyclists that it would be safer for both pedestrians and cyclists if they were to dismount and not ride across the crossing.
7 Cane railway crossings

7.1 General

New

Cane railway crossings used in sugar growing areas are treated in a similar manner to railway level crossings.

7.2 Signs and devices

New

The signs, pavement markings and devices used in conjunction with cane railway crossings are those used for railway level crossings except for the following signs and devices.

7.2.1 Cane railway crossings for … km (G9-32-Q01)

New
The CANE RAILWAY CROSSINGS FOR … km sign is used to advise drivers of the presence of a number of cane railway crossings along a given length of road.

Three or more cane railway crossings may constitute a group, provided that the distance between any two successive crossings in the group is not more than five kilometres.

**Figure 7.2.1 – (G9-32-Q01)**

![](https://example.com/figure721.png)

### 7.2.2 End of cane railway crossings (G9-32-Q02)

**New**

The END OF CANE RAILWAY CROSSINGS (G9-32-Q02) sign shall be erected so as to face departing traffic at the termination of a group of cane railway crossings.

The sign is only to be used in conjunction with the CANE RAILWAY CROSSINGS FOR … km sign (G9-32-Q02)).

**Figure 7.2.2 – (G9-32-Q02)**

![](https://example.com/figure722.png)
7.2.3 Cane railway flashing signals

_New_

Flashing red signals at a cane railway crossing shall consist of twin red aspects arranged horizontally. These signals are used in lieu of railway level crossing flashing signals, at cane railway crossings. A white T-signal aspect may be displayed to drivers of cane trains where cane railway flashing signals are used (see AS1742.14).

7.2.4 Cane railway level crossing pavement marking (barrier lines and RAIL X)

_New_

On undivided two-way roads, which have separation line markings, barrier lines shall be provided on the approaches to, and where necessary across, passive control cane railway level crossings. The need for barrier lines at active control crossings should be determined in accordance with the requirements of Part 2 of this Manual, excepting that they shall be provided where the flashing signals are not readily visible by overtaking motorists.

As cane railway crossings are used on a seasonal basis, pavement messages are not normally installed in advance of these crossings unless treating an existing safety issue.

7.2.5 Combined railway and cane railway crossings

_New_

Combined crossings are where a railway level crossing and a cane railway level crossing are adjacent to each other.

The signs and devices used at combined crossings are those used for railway level crossings.