

September 2021

# Traffic management requirements for stock activity on a state-controlled road

## 1 Purpose

This policy document sets out the traffic management requirements on state-controlled roads (SCRs) for:

- 1) dedicated stock crossings (stock crossing a SCR between adjacent or nearby properties/paddocks)
- 2) travelling stock (stock being driven on hoof – also referred to as droving/moving stock)
- 3) grazing stock on the roadside
- 4) fencing requirements
- 5) stock wandering on a road from unfenced adjacent properties.

It aims to promote an appropriate balance between traffic safety and efficiency, environment management and community access. It replaces the technical note Volume 1.19 (Issue: 5/11/2012).

## 2 Legislative authority and approvals

Approvals for stock permits are issued by either the local government or the Department of Transport and Main Roads (TMR).

Local governments issue permits for:

- stock travelling and grazing on the [Queensland Stock Route Network](https://www.qld.gov.au/environment/land/access/stock-routes) (<https://www.qld.gov.au/environment/land/access/stock-routes>). This includes stock travelling and grazing on both a local road and a state-controlled road. These permits are issued under sections 118 (grazing) and 136 (travelling) of the *Stock Route Management Act 2002*.

TMR issues permits for:

- dedicated stock crossings on a SCR. Stock crossings require a road corridor permit issued under section 50 of the *Transport Infrastructure Act 1994*.
- stock travelling and grazing on a SCR that is not part of the [Queensland Stock Route Network](https://www.qld.gov.au/environment/land/access/stock-routes). These activities also require a road corridor permit issued under section 50 of the *Transport Infrastructure Act 1994*.

## 3 Dedicated stock crossings on a SCR

A stock crossing is a TMR approved location at which stock are moved from a paddock on one side of the road to a paddock on the other side of the road, where the stock and both paddocks are owned/leased by the same person.

Stock crossings used less than 52 times a year are deemed temporary, whilst stock crossings used more than 52 times a year are deemed permanent.

A stock crossing on a SCR, whether temporary or permanent, requires a road corridor permit under section 50 of the *Transport Infrastructure Act 1994*. The road corridor permit is to be in the name of the person who owns/leases (or a similar contractual arrangement to a lease) the stock and land.

When stock cross a SCR, they must be penned on the owner's/lessee property prior to crossing and taken across the road in groups to minimise the amount of time they are on the road. The owner/lessee is responsible for the safety of traffic while stock is on the road and for the erection of signage.

### 3.1 Stock crossing a SCR (temporary site)

- **Type of stock activity:** Stock crossing at a *temporary* stock crossing.
- **Sign types and display times:** There are 2 options for signs at temporary stock crossings. Also refer Section 3.3 for additional active signalling options for temporary stock crossings. The decision of which sign to use is that of the owner/lessee. The 2 options are as follows:

**Option 1:** Sign T1-19; or

**Option 2:** Sign TC1691.

**OPTION 1**

T1-19



**OPTION 2**

TC1691



Please note – the external borders will be a folded metal frame of the type normally used for a temporary sign. Only the internal borders will be marked.

- The T1-19 or TC1691 sign shall be displayed on a temporary basis at approved stock crossing locations.
- The sign is to be located on the road shoulder (refer to section 3.4).
- The sign shall be displayed immediately prior to and during stock movements and is to be removed immediately following the completion of stock crossing activities. However, if the sign is to be used multiple times during the day, it may be covered by an appropriate method when not in use.

NOTE: These signs should be covered with opaque materials. Open weave materials such as hessian are not suitable as the retroreflective performance of the sign is not sufficiently inhibited when viewed at night using vehicle headlights. Covering signs with black or dark coloured plastic materials can result in excessive temperature and moisture cycling which may damage the sign. Best results are obtained by using a dense fabric that allows entrapped moisture (for example, condensation) to dissipate in a natural manner. Covered signs should be inspected at night to ensure that they are not visible and hence do not provide conflicting messages to drivers. Signs should also be checked in unusual weather conditions including high winds for loss or disturbance of the covering.

- Responsibility for placing, covering or removing signs is with the owner/lessee.

- The use of star pickets to support stock signs is prohibited. TMR recommends the use of either a timber stake or frame with a cross section no greater than 55mm x 25mm that can be easily broken on impact or a swing stand sign support as shown on the right:



- Figure 1 (refer to page 12) provides an example of how to display traffic control signs at temporary crossings. Please note, while Figure 1 shows a TC1691, a T1-19 would be displayed in the same way.

- **Additional requirements:**

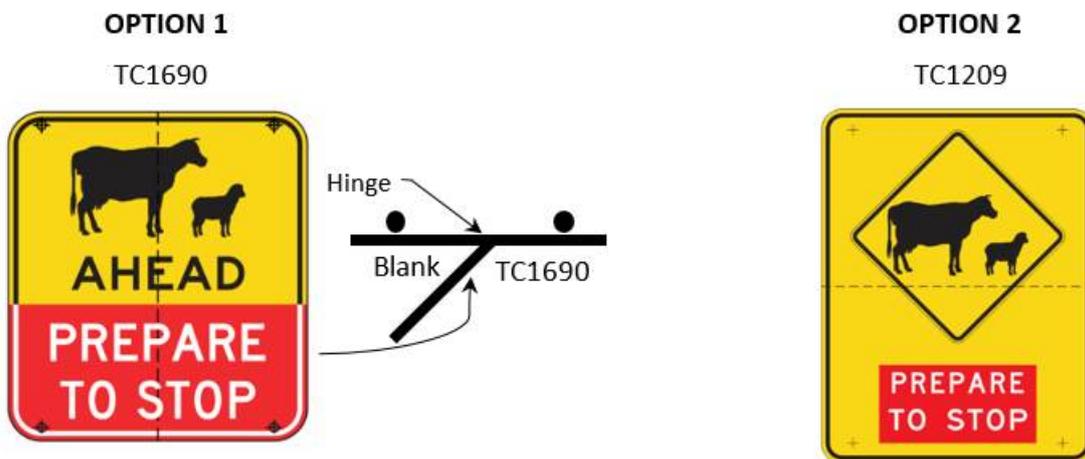
- A responsible person shall be present with the stock during the stock crossing.
- No vehicle is to be delayed more than 5 minutes by stock crossing a road.

### 3.2 Stock crossing a SCR (permanent site)

- **Type of stock activity:** Stock crossing at a *permanent* stock crossing.
- **Sign types and display times:** There are 2 options for signs at permanent stock crossings. Also refer Section 3.3 for additional active signalling options for permanent stock crossings. The decision of which sign to use is that of the owner/lessee. The 2 options are as follows:

**Option 1:** Sign TC1690; or

**Option 2:** Sign TC1209.



- The sign may be displayed on either a moveable stand or as a fixed sign that can be closed. Refer section 3.4 for placement.
- The sign is to be opened or placed on display immediately prior to stock crossing the road and removed/closed immediately on completion of crossing activities. If it is a hinged sign, it is to be closed and locked when not in use.
- Responsibility for placing, covering or removing signs is with the owner/lessee.
- Figure 2 (refer to page 13) provides an example of how to display traffic control signs at permanent sites.

- NOTE:
  - Broken vertical line (Option 1) and horizontal line (Option2) indicates location of suitable hinge (butterfly style).
  - Stiffeners to be installed so as not to obstruct installation and operation of the hinge.
  - The number and position of padlock holes are to suit ease and safe operation of opening and closing the sign.
  - The position and size of the holes need to suit security padlock/s and not interfere with sign supports.
  - Care must be taken so the vertical hinge (Option 1) does not hinder the ability to read the words PREPARE TO STOP.

- **Additional requirements:**

- A responsible person shall be present with the stock during the stock crossing.
- No vehicle is to be delayed more than 5 minutes by stock crossing a road.

### 3.3 Stock crossing a SCR with an active signalling system (temporary and permanent sites)

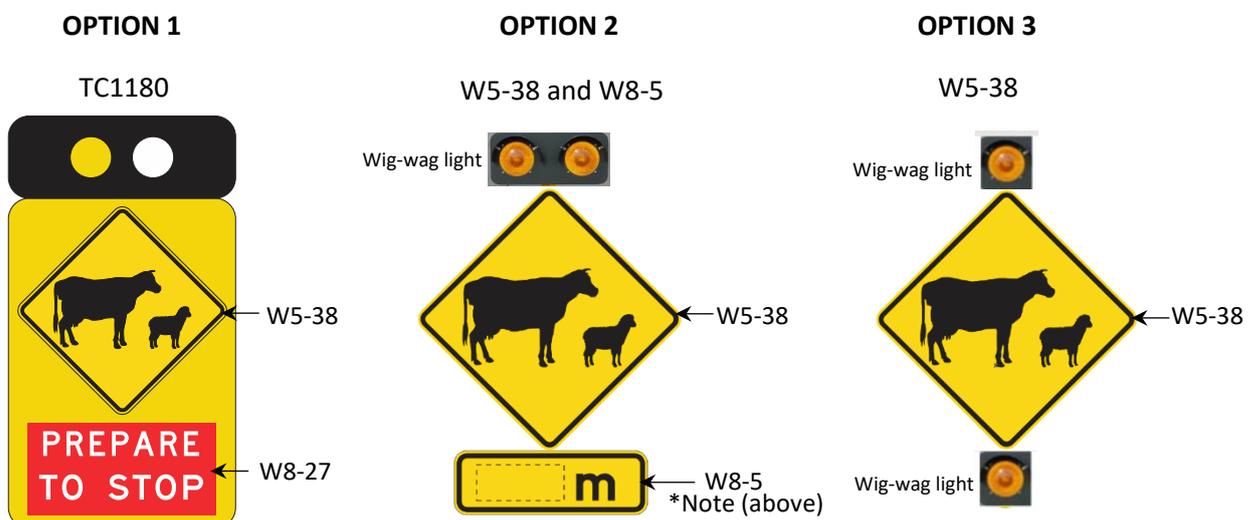
- An active signalling system may be used when it is not practical or safe for the owner/lessee to open and close a hinged sign.
- **Sign types and display times:** There are 3 options for active signalling signs with two flashing lights at temporary and permanent stock crossings. The decision of which sign to use is that of the owner/lessee. The 3 options are:

**Option 1:** Sign TC1180 fitted with two flashing lights

**Option 2:** A W5-38 sign fitted with the wig-wag lights on the top of the sign

**Option 3:** A W5-38 sign fitted with the wig-wag lights on top and bottom of the sign.

**\*Note:** Where the distance from the sign to designated crossing point is  $\geq 300$  m (maximum of 500 m), a supplementary distance plate W8-5 should be used (at the bottom of the stock sign). The diagram of option 2 (below) shows the configuration of a sign that includes a supplementary distance plate.



- The owner/lessee operates the wig-wag lights immediately prior to and only when stock is on the road.
- Figure 3 (refer to page 14) shows an example of how the signs are to be displayed.
- **Additional requirements:**
  - A responsible person shall be present with the stock during the stock crossing.
  - No vehicle is to be delayed more than 5 minutes by stock crossing a road.

### 3.4 Sign placement for all stock crossings

- The sign must:
  - be placed at least 1.0 metre clear of the outer road shoulder or line of guideposts
  - be placed at a distance (in metres) twice the speed limit (km/h) from the designated crossing point (refer to Table 1). For example, if the speed limit is 100 km/h the minimum distance from the sign to the designated crossing point is 200 m
  - allow for minimum sight distance shown in Table 1 between the sign and approaching traffic.

**Table 1: Minimum sight distance to sign and minimum distance from sign to designated crossing point**

SPEED (km/hr)	① Minimum Sight Distance to Sign for approaching traffic (m)	② Minimum Distance from Sign to designated Crossing Point (m) (Maximum 500 m)
50	70	100
60	90	120
70	140	140
80	160	160
90	180	180
100	200	200
110	220	220

### 3.5 Costs associated with stock crossings

- The owner/lessee bears all costs (for example, planning, design, installation, ongoing maintenance, replacement and removal) associated with signing on SCRs.

## 4 Stock droving on a SCR

The stock owner is responsible for obtaining a permit from the local government (when on a stock route) or TMR (when not on a stock route).

The stock owner is responsible for ensuring the safety of traffic throughout the period the stock is within the boundaries of a SCR and for the placement and removal of traffic signs. The stock owner must ensure any people involved in the movement of the stock, such as a drover, are aware of the conditions of the permit issued for the droving activity.

- For road safety purposes, a permit may be refused if it includes a SCR that has:
  - a speed limit of 100km/h or more
  - there is less than 30 metres from the road's centre line to the road corridor boundary
  - other safety or operational restrictions.
- **Type of stock activity:** Whenever a person is droving stock along a SCR, temporary warning signs must be displayed.
- **Sign types and display times:** Two signs are used to warn road users of stock droving.
  - The temporary “DROVING Stock NEXT ...km” sign (TC1292\_1) shall be used to warn on-coming traffic of the hazard ahead.
  - The temporary “END DROVING Stock” sign (TC1292\_2) shall be displayed at the end of the stock movement to inform drivers they have exited the section of road where droving activity was occurring.

TC1292\_1



TC1292\_2



- **Sign placement:** The person responsible for supervising the movement of the stock is responsible for placing and removing the signs. The sign placement requirements are as follows.
  - For stock travelling up to 5 km a day, the “DROVING Stock NEXT ...km” (TC1292\_1) sign shall be placed at a distance (in metres) twice the speed limit from the starting point of the droving activity for the day. This is required for approaching traffic in both directions.
  - The “END DROVING Stock” sign (TC1292\_2) shall be displayed at the end of the planned travel distance for the day in each direction of travel (see Figure 4A page 15).
  - Figure 4A shows the sign location requirements when stock is travelled up to 5 km. This would allow the signs to be put out at the start of the day and collected at the end of the day – allowing staff to supervise the stock during the day.

- For stock travelling up to 10 km a day (please note, the daily maximum travel distance is 10 km), two TC1292\_1 "DROVING" signs are to be used. The first sign is to be placed at a distance (in metres) twice the speed limit from the starting point of the droving and advise the total day's travel distance. The second sign will be placed at the mid-point of the travel distance and advise the remaining length of the day's travel.
- The TC1292\_2 "END DROVING" sign is to be used at the end of the day's planned travel distance (see Figure 4B page 15).
- Figure 4B shows the sign location requirements when stock is travelling up to 10 km.
- On very low traffic volume roads (less than 400 vehicles per day) where stock is travelling up to 10 km, one TC1292\_1 "DROVING" and one TC1292\_2 "END DROVING" sign may be used if the sight distance between the stock and on-coming traffic is always greater than 250 m in both directions.
- Where side roads intersect the droving route and where sight distance to the stock is less than 250 m, the provision of additional warning signs in clear view of the entering traffic must be installed.
- The use of star pickets to support stock signs is prohibited. TMR recommends the use of either a timber stake or frame with a cross section no greater the 55mm x 25mm that can be easily broken on impact or a swing stand sign support as shown below:



- **Additional requirements:**

- Stock must be supervised at all times.
- Stock will only be allowed to be travelled/moved in clear daylight hours. Night-time droving is not permitted.
- Where light conditions during the day are poor (for example, fog, mist or rain) the use of battery powered flashing lights attached to signs or on support vehicles should be considered.
- Stock must be kept off and away from the constructed road surface.
- Stock is to be contained by an approved temporary electric fence at night (refer to section 6).
- Stock must not be travelled in a built-up area unless the permit or approval specifies the built-up area.

- **Costs:** The stock owner bears all costs of traffic management and signage when droving stock on a SCR.

## 5 Stock grazing along a SCR

- **Type of stock activity:** Property owner grazing stock outside their property.
- **Sign types and display times:** The stock sign (T1-19) is used where stock is grazing (see Figure 5 page 16).

T1-19



- **Sign placement:**
  - The T1-19 sign is to be displayed at grazing locations.
  - The sign is to be located at least 1.0 metre clear of the outer road shoulder or line of guideposts, at a distance (m) approximately twice the speed limit (km/h) from the stock grazing. For example, if the speed limit is 100 km/h the minimum distance from the sign to the designated grazing point is 200 m.
  - The sign is to be displayed immediately prior to and during stock grazing and is to be removed immediately following the grazing completion.
  - Should allow for the minimum sight distance shown in Table 1 (refer to section 3.4) between the sign and approaching traffic.
  - The use of star pickets to support stock signs is prohibited. TMR recommends the use of either a timber stake or frame with a cross section no greater than 55mm x 25mm that can be easily broken on impact or a swing stand sign support as shown to the right:
- **Additional requirements:**
  - Night-time grazing is not permitted.
  - Stock is to be contained by an approved temporary electric fence (refer to section 6).
  - The stock owner shall be responsible for the safety of traffic throughout the period of the grazing and for the erection of electric fencing and signage.
  - All fencing erected in relation to grazing of cattle on road reserves is to be removed within one month of expiry of the relevant permit. Failure to do so will result in the fence being removed and associated costs charged to the owner.
- **Costs:** The stock owner bears all costs of signage and fencing when grazing stock on a SCR.

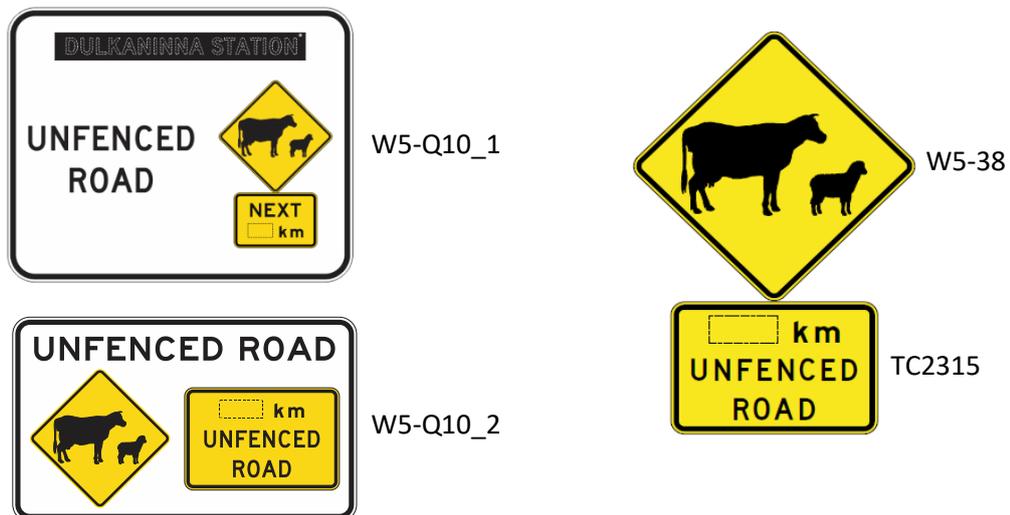


## 6 Approved fencing

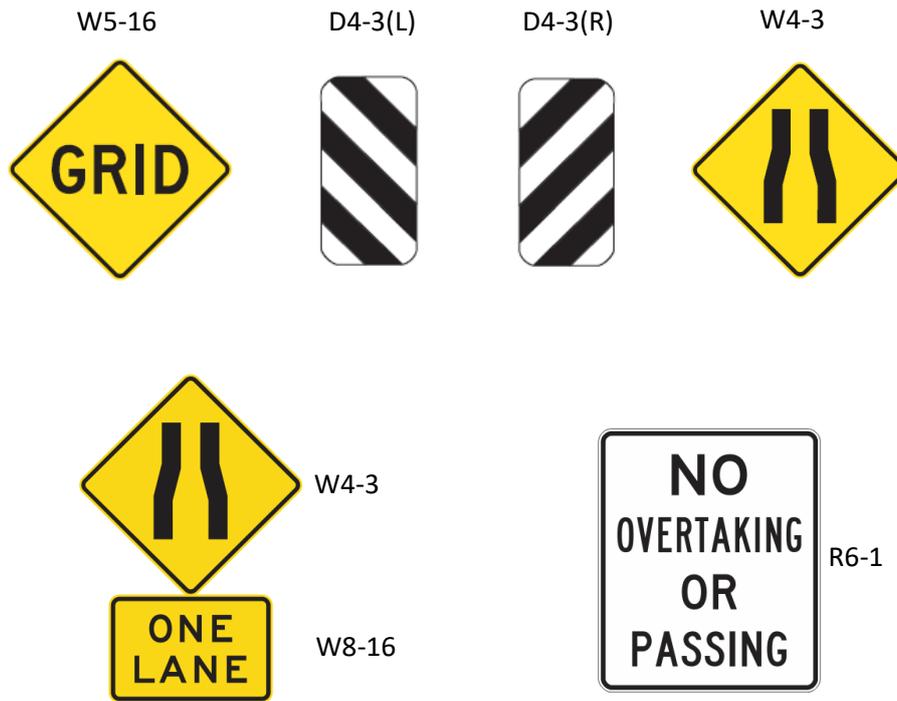
- Where temporary fencing is a requirement to contain stock on SCRs, the fence must:
  - be an electric fence in accordance with Australian Standard 3014
  - have electric fence energizers in accordance with Australian/New Zealand Standard 3350.2.76
  - have the appropriate warning signs
  - not contain barbed wire strands
  - be 3.5 m from the traffic lane – unless TMR has specified a greater distance when approving the permit (a greater distance may be required for road safety or to protect transport infrastructure)
  - be maintained in a reasonable condition
  - be supported by "pig tail" pickets (or another fence support approved by the local TMR office as part of the permit). The use of star pickets (or similar) in the SCR for any fencing or stock purpose is prohibited.

## 7 Stock wandering on a SCR

- **Type of stock activity:** Livestock from unfenced properties adjacent to SCRs.
- **Sign types and display times:** The following sign options are available.
  - Where there is likely to be wandering stock on an unfenced road, for example, on outback pastoral lease or near watering holes, TMR will install a W5-Q10\_2 sign or the warning sign “STOCK” (W5-38) with supplementary plate “...km UNFENCED ROAD” (TC2315) to inform motorists about the possible hazard of stock on the road.



- Where identification of a property/station is required use W5-Q10\_1 sign.
- Where stock grids are installed, the GRID sign (W5-16) shall be used to warn of a stock grid on the road. Width markers D4-3 shall be installed both sides of the grid. Where the grid width is less than the road formation width, the Road Narrows sign (W4-3) should be used in conjunction with the ONE LANE supplementary plate (W8-16) in addition to the GRID warning sign. For information on grids, refer to Part 2 of the Manual Uniform Traffic Control Devices (MUTCD) on the TMR website.



- **Sign placement:** The placement of signs for unfenced roads and grids is as follows.
  - The W5-Q10\_2 or the W5-38 with the TC2315 signs shall be placed at the beginning of the unfenced section of road. Whichever sign is used, the same sign is to be repeated every 5 km.
  - Grid warning signs are to be located 100 to 150 m from the grid (see Figure 6 page 17). If the grid is less than 5 m wide the sign NO OVERTAKING OR PASSING (R6-1) shall be erected 80 m to 250 m in advance of the grid and warning signs GRID (W5-16) and the Road Narrows sign (W4-3) with the supplement plate ONE LANE (W8-16) placed in advance of the sign R6-1.
- **Costs:** TMR bears all costs of signing unfenced roads. For privately owned grids, the RCP applicant is responsible for the installation and maintenance of their grids. For TMR owned grids, TMR is responsible for the installation and maintenance of these grids.

## 8 Safety aspects

As safety of the road user is important, traffic control devices and their supporting structures should not present a hazard to road users.

## 9 Liability

- TMR does not accept liability for injury to stock or damage to warning signs resulting from TMR, local government or public utility works.
- TMR may require the stock owner, or in the case of stock crossings, the owner/lessee, to alter, relocate, make safe or remove the warning signs at the owner's expense. This includes any TMR, local government or public utility works carried out along the section of road in which the warning signs are located.
- The stock owner, or in the case of stock crossings, the owner/lessee, must repair (or be liable for the cost of repairs) any damage to the roadway due to the movement of stock or the installation, existence, maintenance or removal of the posts or signs.

## 10 Figures

List of figures included in this document:

- Figure 1 – Stock crossing signing arrangement (temporary site) – page 12
- Figure 2 - Stock crossing signing arrangement (permanent site) – page 13
- Figure 3 - Stock crossing signing arrangement (active with signalling system) – page 14
- Figures 4A and 4B - Stock droving signing arrangement – page 15
- Figure 5 - Stock grazing signing arrangement – page 16
- Figure 6 - Stock wandering on State-controlled road signing arrangement – page 17

## 11 Contact

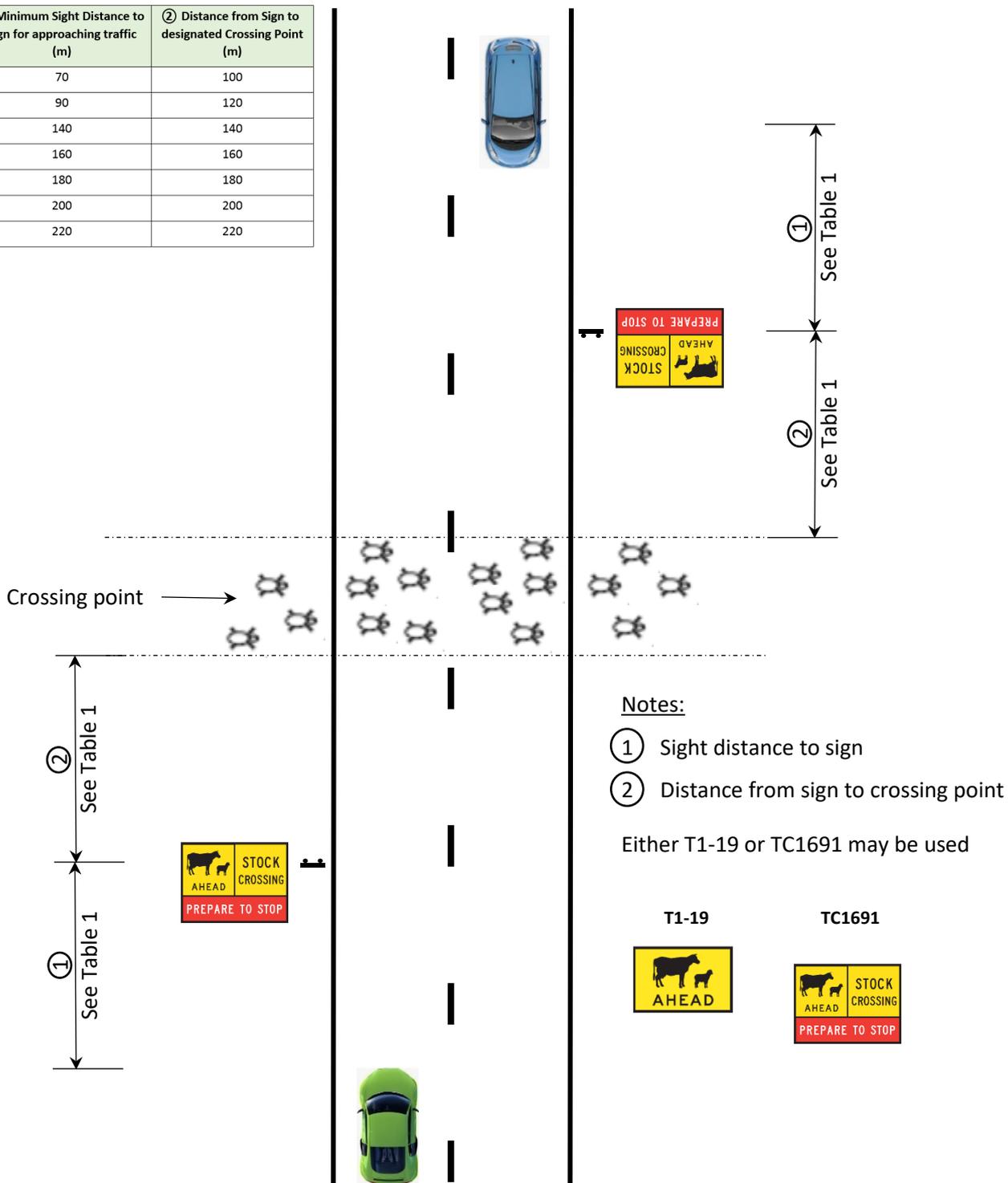
If you have any queries, please contact your local [Transport and Main Roads office](https://www.qld.gov.au/transport/contacts/roads) (<https://www.qld.gov.au/transport/contacts/roads>).

# Figure 1 – Stock crossing signing arrangement (temporary site)

NOT TO SCALE

Table 1

SPEED (Km/hr)	① Minimum Sight Distance to Sign for approaching traffic (m)	② Distance from Sign to designated Crossing Point (m)
50	70	100
60	90	120
70	140	140
80	160	160
90	180	180
100	200	200
110	220	220

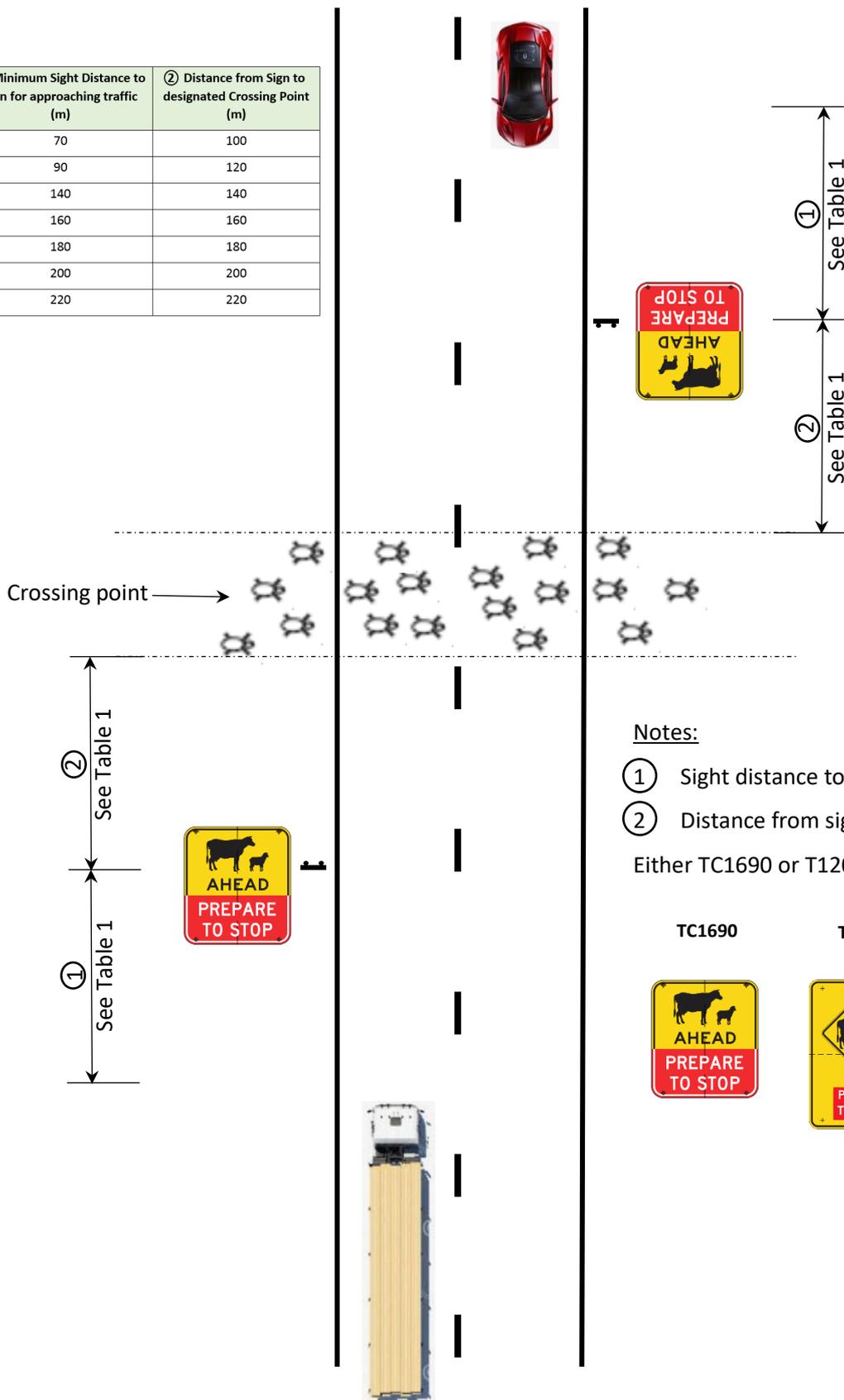


## Figure 2 – Stock crossing signing arrangement (permanent site)

NOT TO SCALE

Table 1

SPEED (Km/hr)	① Minimum Sight Distance to Sign for approaching traffic (m)	② Distance from Sign to designated Crossing Point (m)
50	70	100
60	90	120
70	140	140
80	160	160
90	180	180
100	200	200
110	220	220



**Notes:**

- ① Sight distance to sign
- ② Distance from sign to crossing point

Either TC1690 or T1209 may be used

TC1690



TC1209

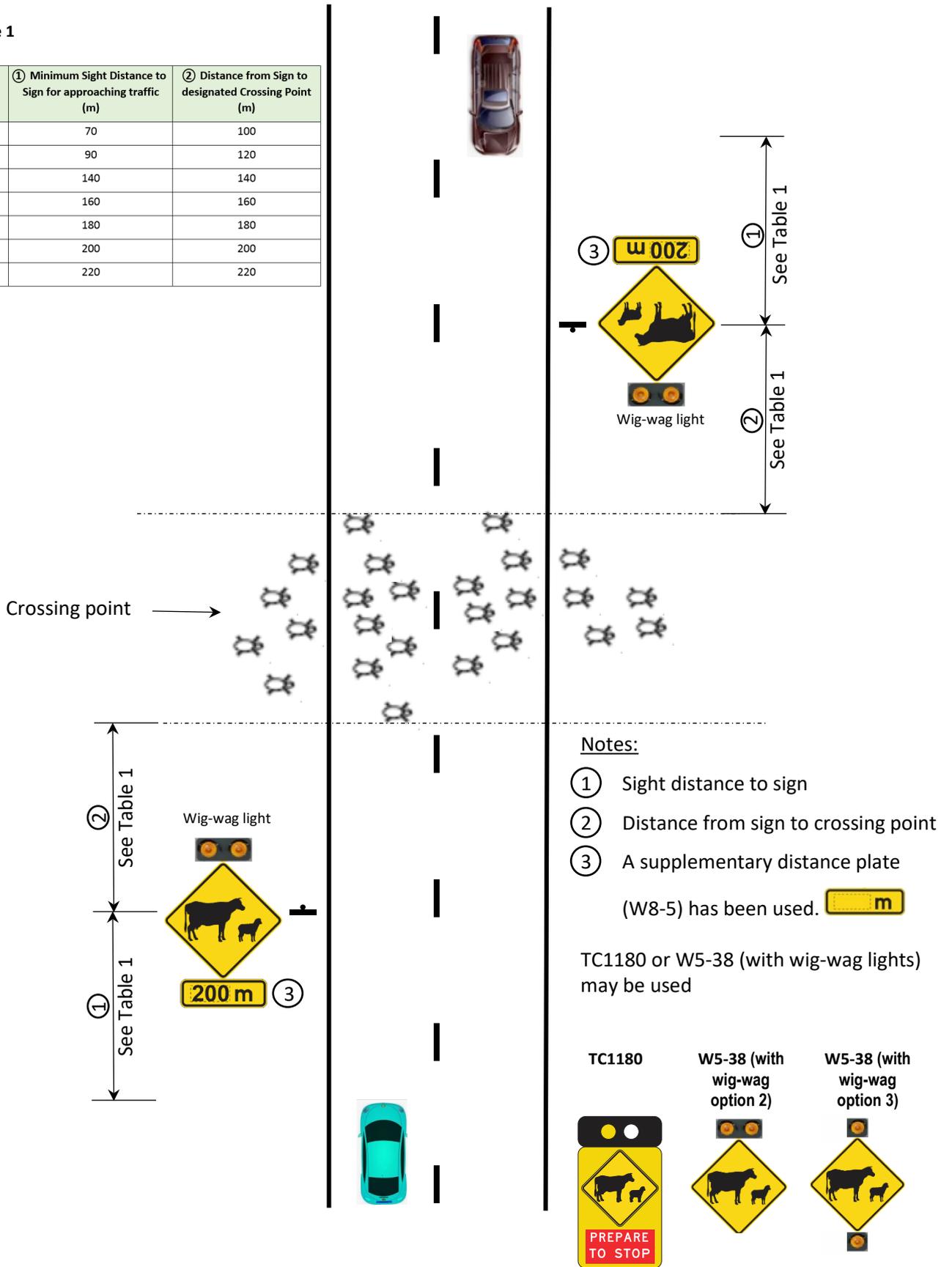


# Figure 3 – Stock crossing signing arrangement (active signalling system)

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Table 1

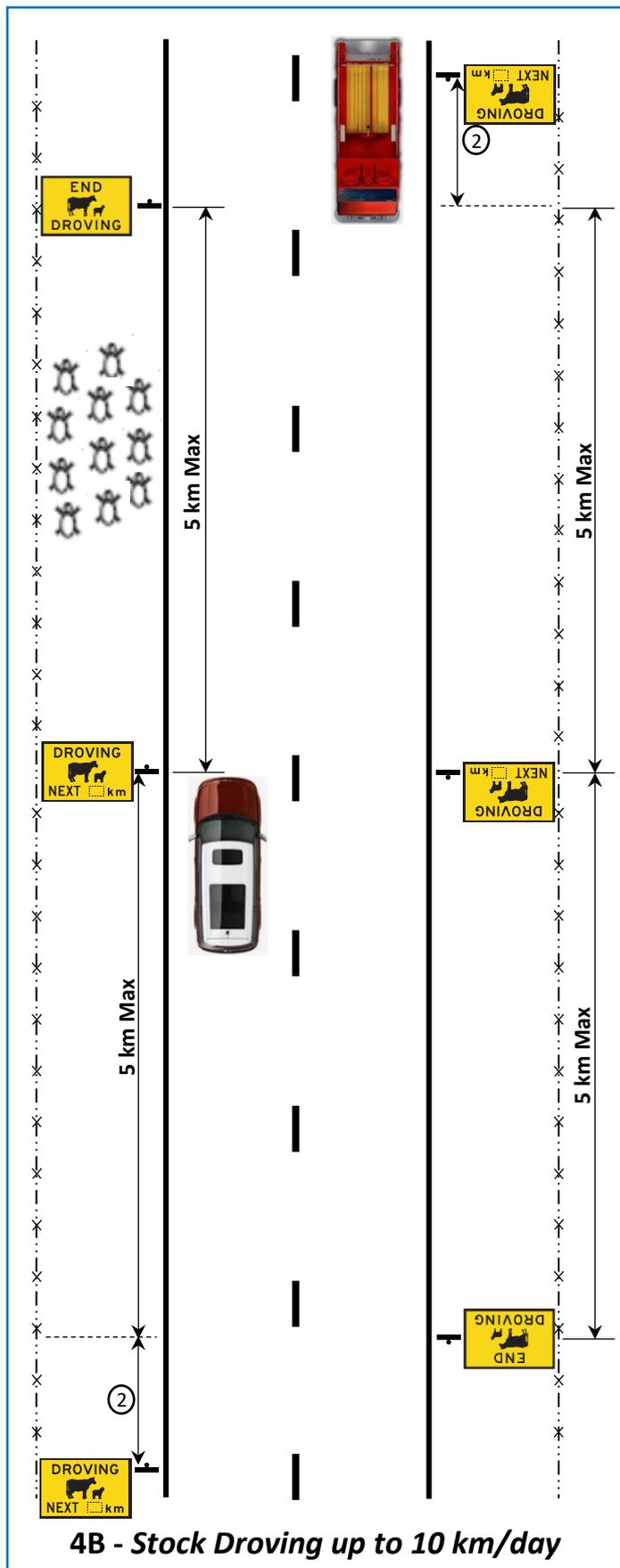
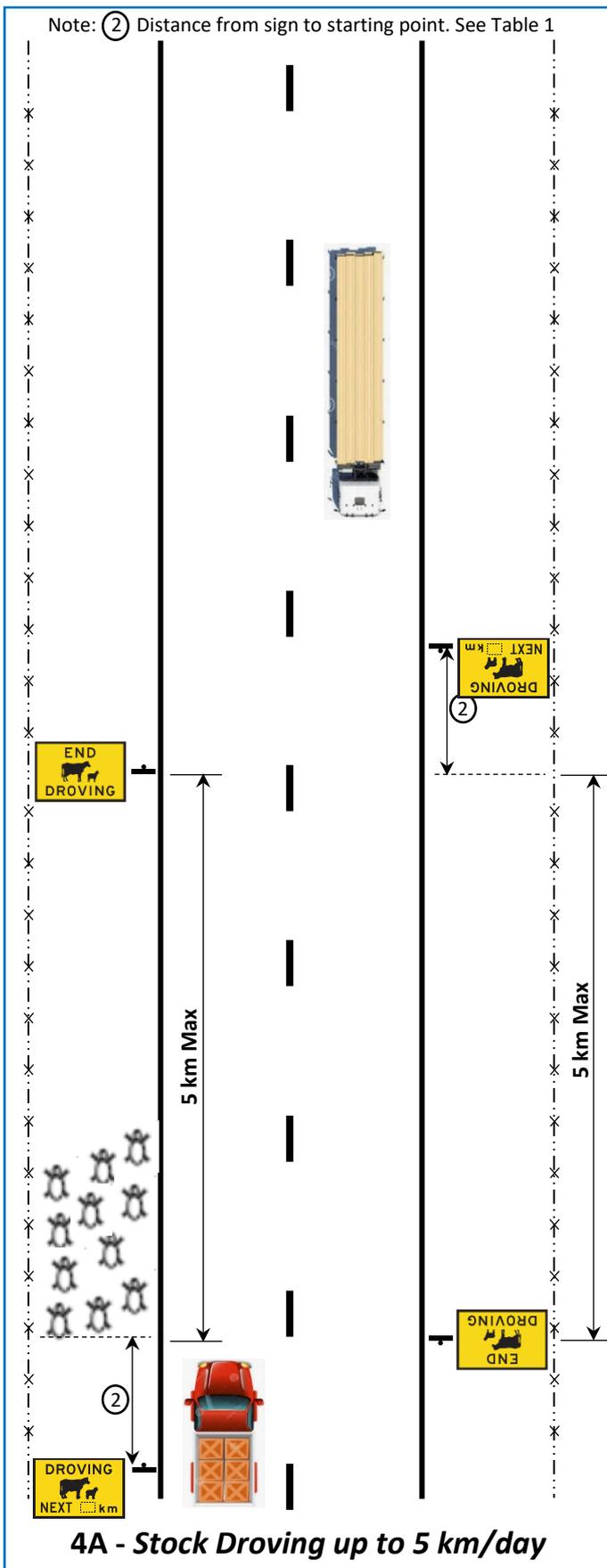
SPEED (Km/hr)	① Minimum Sight Distance to Sign for approaching traffic (m)	② Distance from Sign to designated Crossing Point (m)
50	70	100
60	90	120
70	140	140
80	160	160
90	180	180
100	200	200
110	220	220



# Figures 4A and 4B – Stock droving signing arrangement

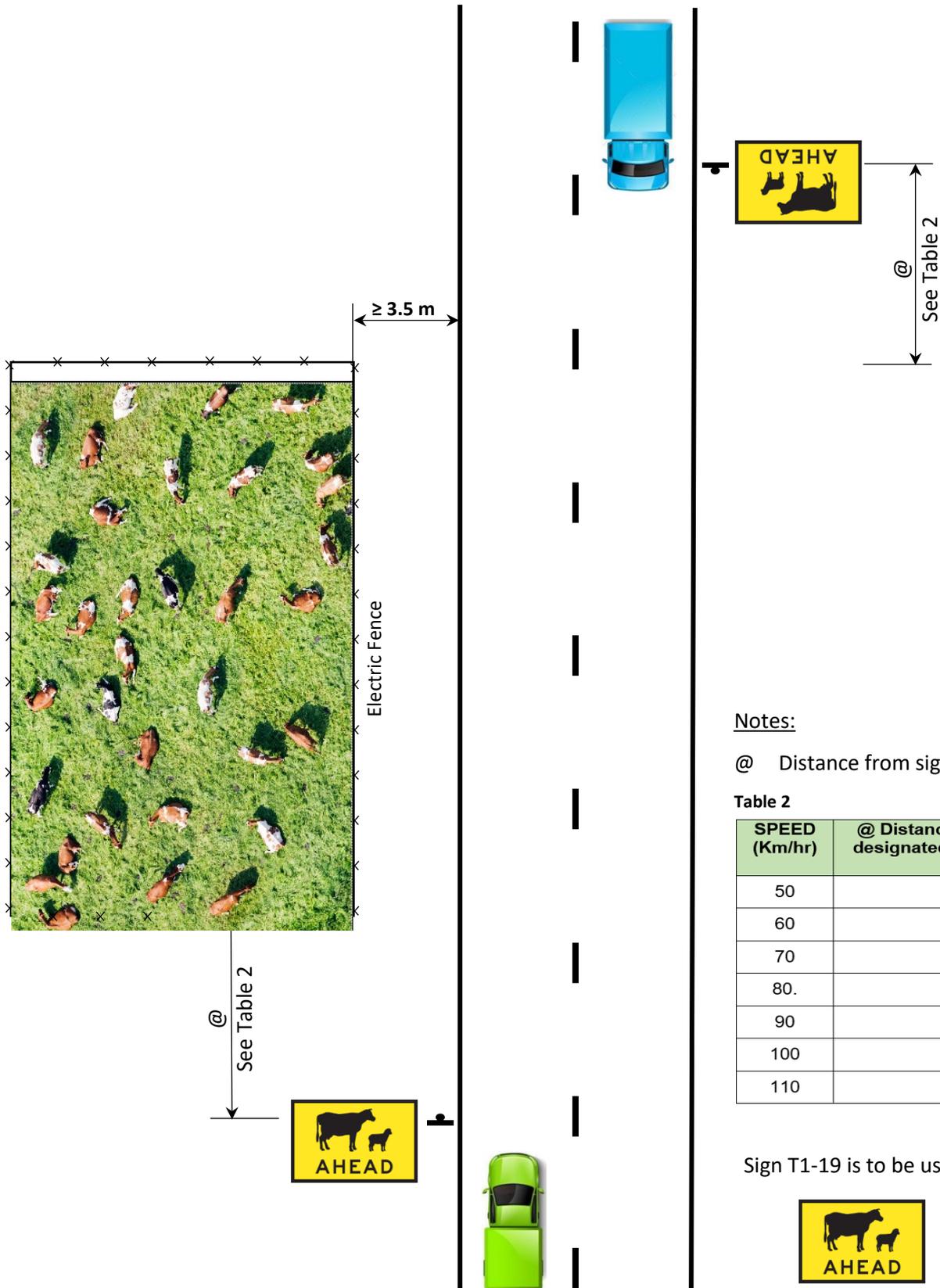
NOT TO SCALE

Note: ② Distance from sign to starting point. See Table 1



# Figure 5 – Stock grazing signing arrangement

NOT TO SCALE



**Notes:**

@ Distance from sign to grazing boundary

**Table 2**

SPEED (Km/hr)	@ Distance from Sign to designated Grazing Point (m)
50	100
60	120
70	140
80	160
90	180
100	200
110	220

Sign T1-19 is to be used.



**Figure 6 – Stock wandering on State-controlled road signing arrangement**

NOT TO SCALE

**Table 3**

Speed (km/h)	Distance (m)	
	A	B
≤ 80	100	50
> 80	150	60

