

NZTA - Stock under control (crossing and droving)

April 2015



Stock under control - stock crossing and stock droving

(5) A person moving untethered animals from place to place along or across a road must exercise due care towards other road users, and must ensure that any disruption to traffic is minimised.

Land Transport (Road User) Rule 2004 SR 2004/427 > Pt 11 > r 11.17

Introduction

In December 2004 a study by the Road Controlling Authorities' (RCA) Forum identified potential road safety concerns with stock crossing roads and stock driven down the road. The report identified a lack of adequate warning to other road users.

A study of the reported crashes during the period 2005 to 2009 revealed a low number of incidents for stock under control. Despite the small number of crashes there are some faults repeated in a number of the circumstances. The problems evident were a lack of adequate advance warning to approaching motorists and a lack of alertness by the approaching driver.

In most cases where some form of advance warning has been used, it has been too little too late, and approaching vehicles have not been able to stop in time. In two situations headlights and indicators in hazard mode were used together and the hazard indicators have not been seen until too late. The headlights tended to blind the approaching driver who could not see the problem.

Aim

From the few crashes that have occurred with stock under control two contributing factors have been identified:

- Insufficient warning distance, and
- Inconsistent forms of warning

The purpose of this section of CoPTTM is to offer farmers a best practice standard for traffic management during stock crossings and stock droving. The standard will take the following into account:

- The need for consistency of warning,
- The need for sufficient warning distance, and
- The road risk profile.

Advice given in this document provides for a minimum level of safe practice. Local or Central Authority By-laws may require a higher level of safe practice. Farmers must ensure they meet any legal requirements that are in addition to the best practice standards of CoPTTM.

Risk profile

Key factors adding to the degree of risk are:

- The location of the animals on the road:
 - On the berm is less risk
 - In the lane is greater risk
 - In the centre of the road is greatest risk
- Visibility of the animals
 - Poor visibility due to poor light, fog, curves, hills, or vegetation
 - Good visibility due to good light, straight and flat road
- Traffic operating speed
 - High speed high risk
 - Low speed lower risk
- Traffic density - usually described as *annual average daily traffic* (AADT)
 - Under 500 vehicles per day - low risk
 - 500-1000 vehicles per day – low to medium risk
 - 1000-5000 vehicles per day - medium to high risk
 - More than 5000 vehicles per day - high risk
- Stock numbers being moved
 - Small herd or flock up to 25 animals – low risk
 - Medium herd or flock, up to 50 animals – medium risk
 - Large herd or flock, 50 plus – high risk

Proposal for Stock Crossing

Frequency of stock crossing

The approach taken by farmers will depend on the frequency of stock crossing.

- If it is a daily or twice daily activity (eg dairy cows to milking), even on a seasonal basis the farmer would be best advised to consider either installing an underpass or to set up for a permanently installed warning system
- If it is an occasional activity (eg moving dry stock to new grazing) a temporary warning system would be suitable.

Essential features of the warning system

The key features of the warning system must include:

- Adequate distance for advanced warning ahead of the crossing site,
- Adequate visibility for the method of advance warning

Selection of treatment for crossing situations

The minimum level of advanced warning must be a sign. The Traffic Control Devices (TCD) Rule 54002, lists temporary stock signs:

W3-4.1 cattle (TF1)



W3-4.2 sheep (TF2)



Other treatments for frequently used crossings include installation of:

- W19-2.1 and W19-2.2 active temporary warning signs, or
- An underpass (a subsidy is available).

A guide to treatment selection is as follows:

Road capacity	Treatment
Low capacity roads AADT up to 1000 vehicles	A group of less than 50 animals crossing daily – use hinged W3 stock sign A group of more than 50 animals crossing daily – consider active sign
Moderate capacity roads AADT 1000 – 5000 vehicles	A group of less than 50 animals crossing daily – use an active sign – see TCD Rule W19 attached A group of more than 50 animals crossing daily consider underpass
High capacity road eg main highway AADT over 5,000 vehicles	50 or more animals crossing daily - need to consider underpass

For infrequent crossings temporary arrangements such as vehicle mounted signs may be used

Layout for a temporary stock crossing

Special Activity: Stock under control

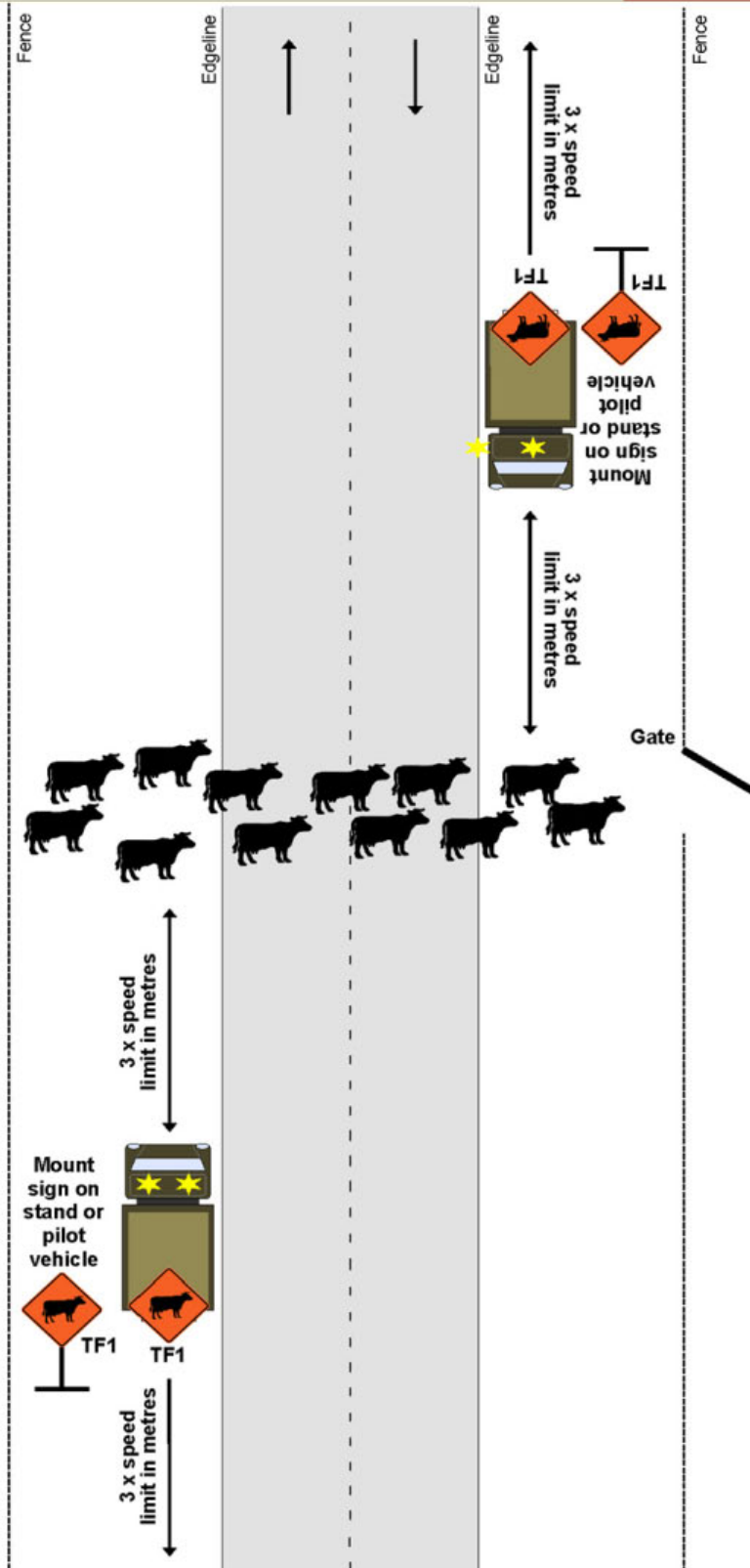
TWO-WAY TWO-LANE ROAD
Stock crossing road

15.1
Level 1

Notes

1. The signs can be mounted on a pilot vehicle or placed on a stand on the side of the road
2. The signs must be visible from 3 x the speed limit in metres (eg 3 x 100 = 300m). This could be the permanent speed or (where the Road Controlling Authority allows) the operating speed
3. If pilot vehicles are used, they must have flashing amber beacon(s)
4. Distance from the sign (or pilot vehicle and sign) to the stock should be 3 x speed limit in metres

This traffic management diagram may be used as part of a TMP where the RCA permits (refer section A5.3.1)



Proposal for stock droving

Stock droving is normally an occasional event. This fits with the concept of temporary traffic control. Where it is a regular occurrence such as droving a herd down the road for milking, permanent arrangement should be considered.

Important risk factors in droving are:

- The size of the herd or flock,
- The AADT of the road, and
- The degree of control exercised by the drover.

A guide to treatment selection is as follows:

Road capacity	Treatment
Low capacity roads AADT up to 1000 vehicles, flock or herd up to 200	Use pilot vehicles with W3 stock signs and a flashing amber beacon in front and behind the flock or herd
Moderate capacity roads AADT 1000 – 5000 vehicles, flock or herd up to 100	Use pilot vehicles with W3 stock signs and a flashing amber beacon in front and behind the flock or herd
High capacity road eg main highway AADT over 5,000 vehicles	Need to consider trucking stock

This assumes that the drover is capable of keeping the stock to the left hand side of the road, preferably on the berm where one exists.

For farmers who regularly drove a herd down the road for milking, the farmer should keep the herd on the berm/shoulder, or consider constructing a race on their own property. Farmers may be held responsible for any stock effluent on the road which contributes towards a crash.

Layout for a temporary stock driving

Special Activity: Stock under control

TWO-WAY TWO-LANE ROAD Stock driving on left hand side of road

15.2
Level 1

Notes

1. The signs and pilot vehicles must be visible from 3 x the speed limit in metres (eg 3 x 100 = 300m). This could be the permanent speed or (where the Road Controlling Authority allows) the operating speed
2. All pilot vehicles must have flashing amber beacon(s)
3. Distance from the pilot vehicles to the stock should be 3 x speed limit in metres

This traffic management diagram may be used as part of a TMP where the RCA permits (refer section A5.3.1)

