

## Background

There are more than 6,500 travelling stock reserves (TSRs) on Crown land in NSW, covering approximately two million hectares. Approximately 1.5 million hectares, or 75 per cent, of the TSR network in NSW is in the Western Division.

Local Land Services is responsible for the care, control and management of about 500,000 hectares of TSR land, mostly concentrated in the Central and Eastern Division.

TSRs in the Western Division differ from those in the Central and Eastern Divisions in the way they are managed and how they are used. TSRs in the Western Division are generally covered by Western Lands Leases under the *Western Lands Act 1901*. As a result, the care and control of TSRs in the Western Division is managed by the leaseholders, and not by Local Land Services or any other land manager.

The NSW Government is committed to a viable, well-maintained and connected TSR network for the future. The [Crown Lands Management Review](#) found that many TSRs were no longer used for their original purpose.

The NSW Government sought community input on the TSR Review by way of a 10-week extensive community consultation process, which ran from 27 April to 7 July 2017 and included three workshops held in July and August 2017.

The review aimed to determine which TSRs were still used or required for the original purpose they were set aside for and to determine if they were important for other reasons.

The review will provide a sound basis to inform future management arrangements for these important community assets. The results will feed into future decisions about how this land can be best reserved and managed.

The review builds on work undertaken by Local Land Services in 2015–16 to develop a statewide planning framework for TSRs.

## Overview

A total of 898 public submissions were received as part of the 10-week community consultation review process:

- 475 general submissions on the TSR Review public consultation paper
- 423 from Western Land Leaseholders in the Western Division via a submission form.

Individuals accounted for 70 per cent of general submissions. The balance of submissions were from a wide variety of stakeholders, including environment, fishing, bird watching, Aboriginal, Landcare and community groups.

As part of the TSR Review, three workshops were undertaken at Tamworth, Corowa and Dubbo. More than 130 people from key stakeholder groups with an interest in TSRs participated.

Interim results from the TSR Review show that:

- There continues to be a key network of TSRs connecting NSW with Queensland and Victoria. These are the TSR driving 'highways', allowing livestock to be moved between regions.
- Most TSRs in the Western Division have not been used for travelling stock for more than 10 years.
- TSRs continue to be used and are important for a number of complementary values, including conservation, Aboriginal cultural heritage, public access and recreation.

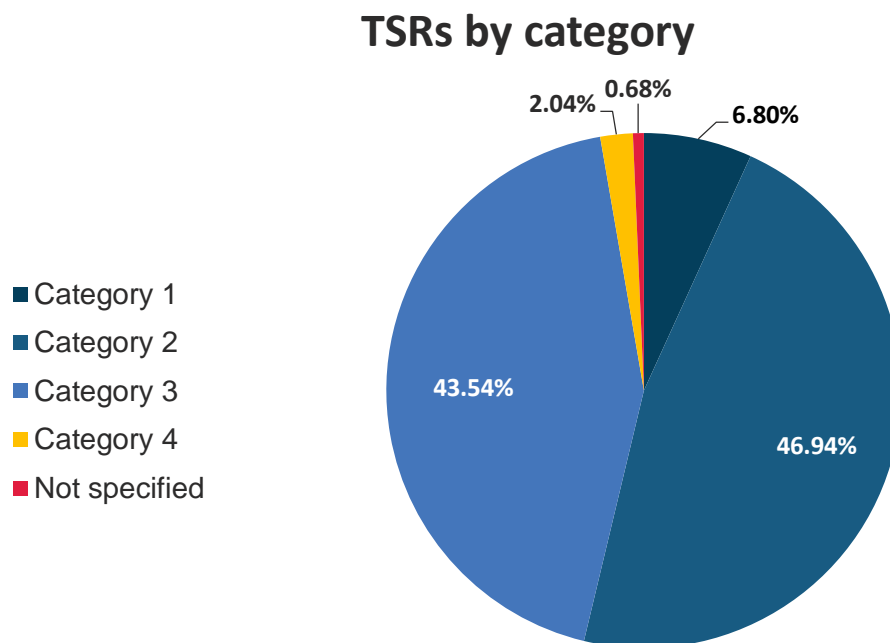
### TSR categories

Of the 475 general submissions received, 1,834 individual TSRs were identified, with 108 submissions referring to TSRs of a particular group or region, and a further 147 submissions referring to TSRs in general.

TSRs were divided into the categories listed in Table 1 to ensure consistent classification.

Category	Description
<b>Category 1</b>	TSRs that are only used for travelling stock or emergency management and biosecurity purposes. These sites have no other important uses or values.  6.8 per cent of general submissions identified TSRs in Category 1.
<b>Category 2</b>	TSRs that are used for travelling stock, emergency management or biosecurity purposes, but are also important and used for a range of other reasons - for example, biodiversity conservation, Aboriginal cultural heritage or recreational purposes.  46.9 per cent of general submissions identified TSRs in Category 2.
<b>Category 3</b>	TSRs that are not used for travelling stock or emergency management, but are important, valued and used for other reasons - for example, biodiversity conservation, Aboriginal cultural heritage or recreational purposes.  43.5 per cent of general submissions identified TSRs in Category 3.
<b>Category 4</b>	TSRs that are no longer used or valued for any of the above reasons.  0.68 per cent of general submissions identified TSRs in Category 4.

**Table 1. Classification of TSRs**



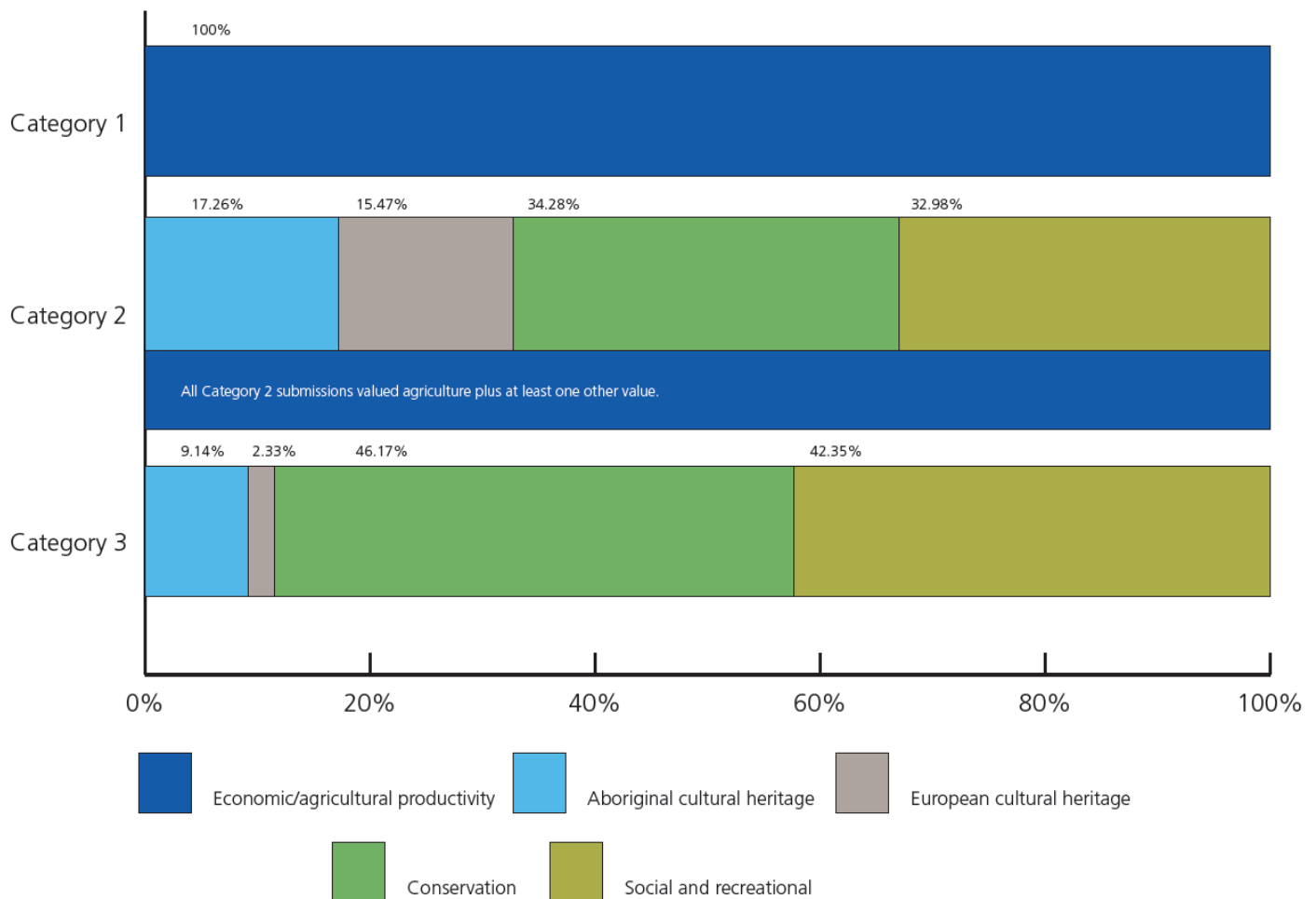
**Figure 1. Percentage of TSRs in each category**

### TSR values

TSRs were valued for a wide range of reasons, with all reserves in Category 1 valued for their economic/agricultural productivity.

For Category 2 TSRs, in addition to economic/agricultural productivity (identified by all submissions) the majority of submissions also stated that they are valued for conservation (34 per cent) or social and recreational uses (33 per cent).

The most commonly cited values for Category 3 TSRs were conservation (46 per cent) and social and recreational uses (42 per cent).



**Figure 2. Breakdown of the value areas attributed to TSRs in each category**

Those submissions that recorded conservation value often referred to landscape ecological connectivity and biodiversity conservation that needed preserving, rather than an individual reserve.

Reserves along waterways are highly valued as they provide public access to the water for recreational purposes.

A number of TSRs are valued more as fodder reserve, either in times of emergency or by adjacent landholders, than for movement of stock.

## Western Division leaseholders

A total of 423 responses were received from Western Land leaseholders. This represents approximately 40 per cent of leaseholders in the Western Division who have a TSR on their property.

A total of 73 per cent of responses from Western Lands leaseholders indicated the TSRs on their properties had not been used for travelling stock for more than 10 years.

Western Division respondents identified better/cheaper options for transporting livestock and the lack of continual access as being key reasons why TSRs in the Western Division are no longer used for travelling stock, with many TSRs also being fenced or with significant vegetation.

**The common position from Western Division respondents is that TSRs in the Western Division should be revoked if they have not been used for the traditional purpose of travelling stock for a significant period.**

Last known use	Western Lands leaseholders respondents	Per cent
<2 years	19	4.5 %
2-10 years	15	3.5 %
10-20 years	70	17 %
20+ years	236	56 %
Unknown	83	20 %
<b>Total</b>	<b>423</b>	

**Table 2. Last known use of TSRs in the Western Division**

## Workshops

Three workshops were conducted with local stakeholders in Tamworth, Corowa and Dubbo. More than 130 stakeholders attended the pilot workshops, including representatives from government, stock, environment, recreation, Aboriginal, local government and farming and community groups.

The Tamworth and Federation workshops focused on the respective local government areas. The Dubbo workshop focused on the Central West Local Land Services region.

The workshops highlighted a general consensus that TSRs were important for a range of values, including droving, environmental, Aboriginal cultural heritage and recreation.

Importantly, there was strong recognition that these multiple values complement each other, and are not mutually exclusive. For example, the history of droving on TSRs has played an important role in sustaining the significant biodiversity values on TSRs, via the short-term grazing use.

However, stakeholders highlighted a number of issues outside the scope of the TSR review, including:

- Management of TSRs needs to be improved for conservation, Aboriginal cultural heritage and access outcomes.
- Public access to TSRs is critical, but has been restricted by locked gates, long-term grazing permits and illegal activity.
- The existing, grazing-based funding model does not allow for TSRs to be adequately managed for their multiple uses and values.

## TSR highways

A key output from the TSR Review has been the ability to identify the TSR livestock highways for NSW. These are defined as the main droving routes connecting NSW with Queensland and Victoria.

TSR highways are critical for maintaining a viable, connected network of TSRs across the state. The highways allow livestock to be moved between regions through the TSR network.

The highways were mapped with input from Local Land Services and the Combined Action to Retain Reserves for Travelling Stock (CARRTS) group.

A draft of the livestock highways map is shown in Figure 3.

There are many other TSRs in NSW which are also used for droving and grazing outside the highways map which are still very important for the overall viability of the TSR network.

Consistent with the other findings of the TSR review, droving is just one of many values and uses of TSRs.

## Next steps

The TSR Review has highlighted strong support from a broad range of stakeholders for the TSR network in NSW. It has identified that some TSRs (notably in the Western Division) have not been used for droving purposes for some time. It has also identified that droving (notably in the Central Division) remains an important, ongoing use that supports the state's agricultural sector.

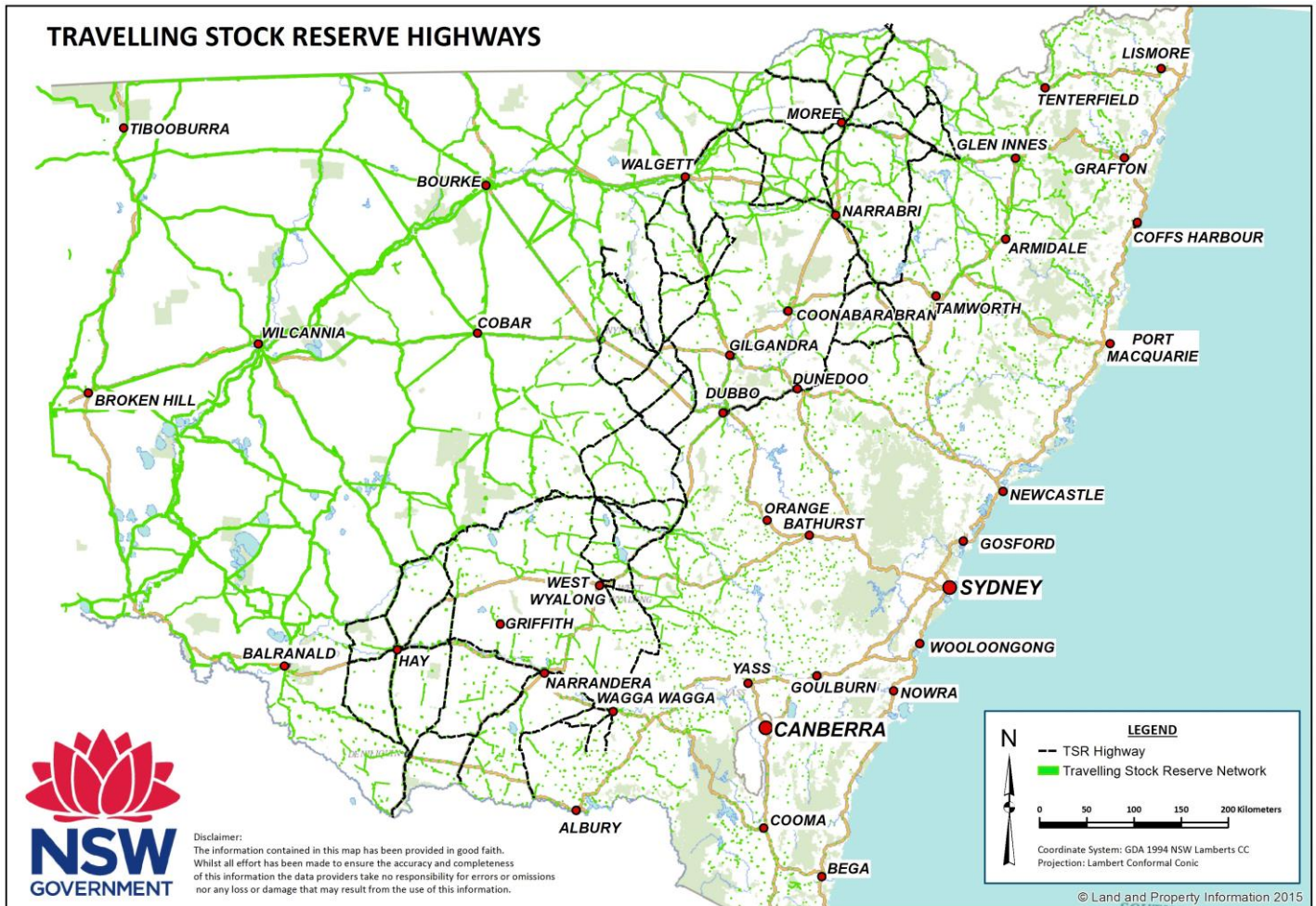
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Final results of the TSR Review, along with copies of all submissions will be released in early 2018.

Local Land Services intends to proceed with regional plans in 2018 in each of the 11 Local Land Services regions in accordance with the [Statewide TSR Planning Framework](#).

Based on stakeholder feedback, a range of improvements will be considered by the NSW Government to strengthen and sustain the TSR network for the future.





**Figure 3. TSR highways**

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