Assessing Roadsides:

A guide for rating conservation value

Compiled by Kate Jackson

Published by the Western Australian Roadside Conservation Committee

Roadside
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Committee

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Part 1

Introduction to Roadsides

The total length of Australian roads would circle the equator more than 40 times.

THE VALUE OF ROADSIDES

In addition to their primary purpose as transport routes, road reserves play a vital role in the overall conservation of our landscape and environment. The roadside environment is so valuable because of the biological, cultural, aesthetic, and landcare values contained within it.

- Roadsides are often the only remaining example of the original vegetation communities within extensively cleared areas. This is particularly true in agricultural landscapes, where almost 98% of the vegetation in some areas has been cleared. As such, roadsides also support many populations of threatened species of flora.
- Roadside vegetation provides shelter, food and nesting sites for a range of native fauna.
- Well-vegetated roadsides provide connectivity between patches of remnant vegetation.
- Roadsides provide the basis for our important wildflower tourism industry. In addition to this, they often contain sites of historical or cultural significance.
- Where surrounding bush has been extensively cleared, roadsides are a vital source of local seed for revegetation projects (A CALM permit and permission from the land manager is required).
- Roadsides provide a benchmark for the study of soil change during agricultural development.
- In agricultural areas, most roadsides have the capacity to act as windbreaks and provide shelter for stock on adjoining farmland.
- Roadsides are easier to maintain and generally less fire prone than introduced vegetation.

HABITAT FRAGMENTATION

The mass clearing of natural vegetation for settlements, roads and agriculture converted the landscape into a complex matrix, with only small pockets of natural bushland remaining. The result is a pattern of fragmented remnants across the landscape.

These often small, isolated remnants are far more vulnerable, particularly to the effects of fire and competition from weeds and feral animals. For management and conservation to be effective in sustaining Western Australia's flora and fauna, it is necessary to provide linkages to other remnants. This enables plants and animals to move between remnants to find shelter, ecological niches, nesting sites and breeding areas.

The clearing of native vegetation for agriculture has left a scattered patchwork of remnants often lacking connectivity. (Photo Department of Agriculture)

WILDLIFE CORRIDORS

The long-term sustainability of plants and animals living in fragmented landscapes is dependent upon their ability to move between areas to search for food and nesting sites, attract mates and to reproduce. Movement between areas may be necessary on a daily, seasonal or infrequent basis, and also on a local, regional or, as in the case of migratory birds, an international scale. Many birds and insects will move locally from patch to patch, following the shrubs as they come into bloom.

Roadside vegetation, therefore, is extremely important, as it forms linear strips of vegetation (and habitat) between other remnants. Often known as wildlife corridors, they assist the movement of native animals and plants between remnants. They also provide habitat in themselves for many native plants, mammals, reptiles, invertebrates and bird-life.

The density, width and connectivity of roadside vegetation affect its potential as a wildlife corridor. Generally, wider, more continuous stretches of vegetation act more effectively as corridors and provide more shelter and food than narrower ones. The concept of the 'edge effect' applies to roadsides that are quite narrow, and have a large edge:area ratio. Edge effects include greater invasion of weeds, higher proportion of common birds, such as crows, and higher exposure to wind, rain and heat.

Vegetated roadsides often form linear corridors, linking other remnants throughout the landscape, allowing for the movement of plants and animals. (Photo MRWA)

RARE AND THREATENED SPECIES

Roadsides are often the last refuges for species of plants that have become extinct in other locations.

Of the hundreds of plant species declared as rare (threatened) under the *Wildlife Conservation Act 1950-1979*, many are known to exist in roadside populations. Roadsides also contain rare or threatened animals.

Grevillea scapigera (Photo by Sue Patrick)

Meelup Mallee – Eucalyptus phylacis (Photo by Sue Patrick)

WHERE ARE ROADSIDE CORRIDORS?

In 1989, the Roadside Conservation Committee initiated a method of surveying roadsides for their conservation values. The survey program is ongoing, and aims to assist Shires and communities in the protection, maintenance and improvement of roadside vegetation.

In order to effectively manage and conserve roadside corridors, it is vital that road managers are aware of the conservation status and regional significance of roadsides under their control.

For this to be achieved, roadside vegetation in Western Australia should be assessed and mapped. Geographic Information Systems (GIS) provide a powerful and useful method of mapping data collected from roadside inventories and this can be utilised by all agencies and community groups with an interest in roadside values.

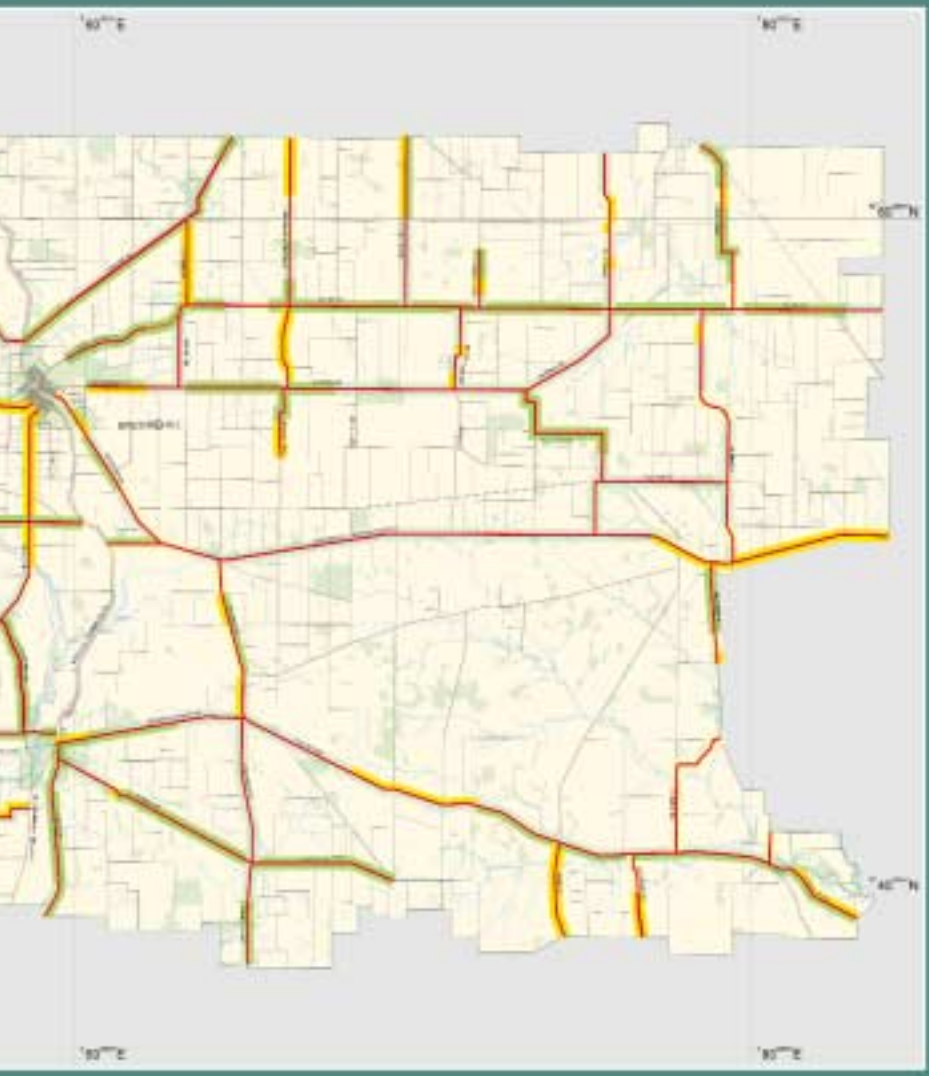
In Western Australia, the managers of roads and road verges are The Department of Conservation and Land Management, Main Roads Western Australia and Local Government.

Roadside surveys are simple to do, and this booklet contains some helpful advice to assist with making the process relatively easy and efficient.

Roadside conservation value map for the Shire of Broomehill. Sections of road have been coloured to indicate their conservation value. Dark green represents high conservation value, light green represents medium high, dark yellow represents medium low and light yellow represents low conservation value.

SHIRE OF BROOMEHILL
Roadside Conservation Value
April 2002

LEGEND



SOURCE OF DATA

CALM
Conservation and Land Management

WHY SURVEY ROADSIDE VEGETATION?

The assessment of roadside vegetation is a vital step in measuring the conservation value of particular roadsides, and in developing strategies for their management.

Roadsides are used for a number of functions other than transport, eg. sites for power, telecommunications and pipeline construction, stockpiling road making material and for manoeuvring and parking machinery.

Collecting information about the general condition of a road reserve helps target these activities and plan road construction and maintenance to avoid areas of high conservation value, so that regional vegetation linkages are protected.

The roadside survey records a number of attributes, such as width, diversity of vegetation, number of native species present, extent of weed cover and adjoining land use. These characteristics are scored to produce a 'conservation score' for that section of road. The resulting map shows the pattern of roadside conservation values (high, medium high, medium low, low) and how those values vary across a district.

The scores are used by road managers to establish which areas need priority attention or protection. The survey results can be used in the following ways:

- to target weed control,
- as a general roadside inventory,
- to protect wildlife corridors,
- to promote significant wildflower areas, historical and cultural sites for tourism,
- to plan roadside maintenance activities,
- to target strategic revegetation.

Roadside surveys provide important information about conservation values and weed infestation. (Photo by Graeme Rundle)

THE ROLE OF THE COMMUNITY

The Roadside Conservation Committee is coordinating surveys in partnerships with local communities with the aim of mapping all of the roadsides within the southwest land division.

Surveys have been completed in many Shires, with most of the data collection being gathered by community volunteers.

Individuals can:

- Approach the appropriate management bodies in the area. Bring the value of roadside vegetation to their attention.
- Participate in the preparation of management plans.
- Volunteer to coordinate, organise or carry out a roadside survey program.
- Work with community members to further develop a conservation network of corridors across the landscape.

Local Government can:

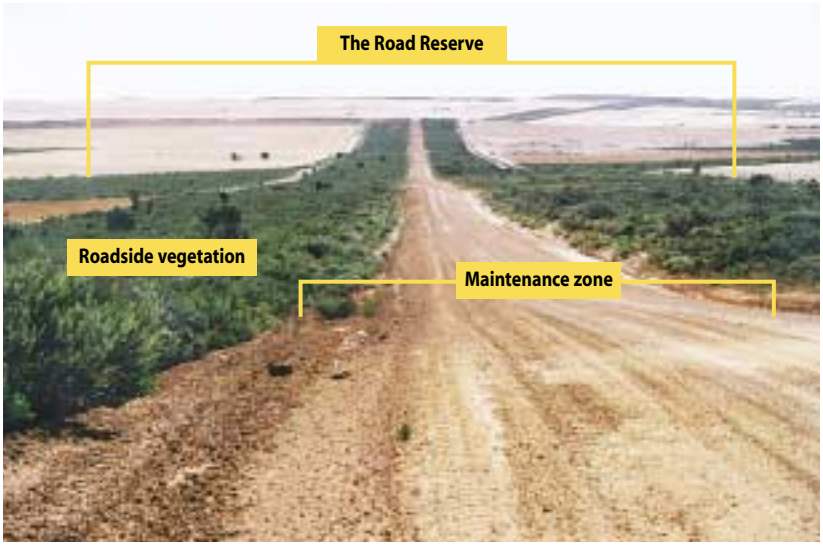
- When preparing town-planning schemes, ensure they allow for the conservation and management of roadside vegetation.
- Ensure plans meet community expectations for roadside management, taking into account the multiple benefits of roadsides.
- Include roadside survey programs as an integral component of many local government projects, eg. fire management plans, wildflower tours, weed management, etc.
- Provide assistance (use of facilities, vehicles and equipment) to community groups carrying out roadside surveys.
- Discuss roadside management objectives with other stakeholders such as Landcare, field naturalist groups, tourist bureau and conservation and historical groups.

Many communities value their native vegetation. (Photo by David Lamont)

DEFINITIONS

THE ROAD RESERVE

When a public road is created, a corridor of land is dedicated for this purpose and called the road reserve.



A typical road reserve with maintenance zone and roadside vegetation consists of road verge, table drain, shoulders and running surface. (Photo by David Lamont)

The care, control and management of the road reserve is the responsibility of the organisation in which the road reserve is vested – usually Main Roads Western Australia or a Local Government Authority.

In order to plan their roadworks so that important areas of roadside vegetation are not disturbed, road managers should be aware of these areas.

ROADSIDE

The road formation and its associated drainage works are accommodated for within the road reserve. The remaining space is called the roadside or road verge. Therefore, the roadside is the strip of land between the road formation (beyond the drainage area), and the boundary of the adjacent property.

The roadside, or road verge, is the area between the fenceline and the apex of the backslope or batter. (Photo by David Lamont)

VEGETATION LAYERS (TREES, SHRUBS AND GROUND COVER)

Native vegetation is made up of different layers, consisting of ground covers (herbs and grasses), shrubs, and trees (see page 20). Generally, there should be a range of juvenile and mature plants, so the 'layers' may not be all that distinctive.

VEGETATION TYPES

Remnant vegetation is vegetation composed of the original native species that would have grown in the area, and which still has a structural arrangement that reflects the natural vegetation.

Vegetation classed as "remnant vegetation" has one or more of the following characteristics

- Most closely reflects the natural state of vegetation for a given area.
- Has an intact understorey (if forest or woodland).
- Has minimal disturbance by agents of human activity.
- Has the ability to regenerate.

Scattered vegetation is commonly seen adjoining roadsides in agricultural areas. (Photo by Kate Jackson)

Vegetation classed as "scattered vegetation" has:

- No native understorey
- Parkland cleared ie scattered single trees.
- No significant signs or chance of regeneration.

Part 2

Surveying Roadsides

BEFORE YOU START THE SURVEY

The first section on the Roadside Conservation Committee's roadside survey sheet provides important information that is crucial to processing the data collected on it accurately. It is very important to fill in this section completely and correctly, as it is used to identify the section of roadside being surveyed and the direction of travel. This information is vital for producing an accurate map of the Shire or region.

Other information that needs to be recorded here includes:

- Date
- Name of observer(s)
- Road name
- Shire
- Odometer readings at start and end points.

All sections of survey form need to be filled in (Photo by David Lamont)

There are 13 separate categories, some are used to assess the conservation status of the road section as being either high, medium high, medium low or low, and others, such as observations, are used as supplementary information.

Aim to work in teams of two people, where one person is the driver, one is the recorder. This should be compulsory for occupational health & safety and duty of care.

TIMING

Spring is the ideal season to survey roadside vegetation, as a high majority of plants flower at this time and are more easily identified. This is not essential, however, for people familiar with the vegetation in their region.

Allow some time to complete the assessment, anywhere between 2 and 4 months, depending upon the size of the area, total length of roads and the number and expertise of the surveyors.

It may take some time to get used to the survey sheet, but it will become easier the more you do. Roadsides with a higher diversity will take longer to assess than others with lower diversity.

TRAINING

Before carrying out the roadside survey, it is recommended that a training session should be organised with the Roadside Conservation Committee to familiarise the surveyors with the survey procedure.

This will ensure that roadside vegetation surveys are conducted using the same criteria, and following the same procedure.

GATHERING INFORMATION

It is helpful if surveyors have access to relevant information such as:

- Native vegetation communities and characteristic species of the area.
- Commonly occurring animals and birds.
- Aerial photographs to identify where roadside vegetation links up with remnants to form wildlife corridors.
- Maps showing local roads, location of historic monuments or cultural sites.
- Common weed species and weed identification guides.

Local representatives of government agencies, naturalist clubs and community groups can assist with this.

COORDINATING YOU SURVEY

An overall coordinator should be nominated to be available throughout the duration of the survey project. This person's duties may include:

- Contacting the Roadside Conservation Committee to organise a training session, and to find out which roads have already been surveyed in that region.
- Coordinating the collection of any relevant information, such as weed lists.

Make sure you know your left from your right! (Photo by David Lamont)

- Dividing the survey area into a number of workable sections (simply divide the number of roads by the number of teams). Shire wards make for a useful division of Shires.

- Allocate teams of two people to survey particular sections of the Shire together. Teams may choose to survey roads close to their own properties, or roads they regularly travel.
- Organise 'survey kits' containing
  - survey sheets,
  - pens and paper clips,
  - a compass,
  - a map, and
  - field guides to identify local plants and weeds.

SURVEY PROCEDURE

Arrival at road:

Always start at an intersection, this will ensure the information can be used later during the GIS map formation.

At the start point, set your odometer to 0.0. You don't need to alter the odometer during assessment of a road. Only change it back to 0.0 when you start a new road.

Beginning the survey:

Fill in the general information block first, recording details such as the road name, observer(s) name, date, direction of travel and section number. Record the odometer start point.

The survey is **retrospective,** that is, you fill in most of the details once you reach the end of the road or section, rather than doing it as you go.

The survey is vehicular based, always be aware of other road users. (Photo by David Lamont)

Survey the left and right hand sides of the road as you go. Drive along at a steady speed, stopping where necessary. You may need to stop to look more closely at the dominant native plants and weeds, the number of native plants, or roadside width.

Record the odometer reading when you reach the end of a road or section of road (when there is a significant change in the quality of native vegetation, or some other feature of the roadside, start a new survey sheet, see next section). Subtract the ending point odometer reading from the starting point odometer reading to

determine the total length of the section surveyed. Take note that the previous odometer 'finish' is recorded on the next sheet as the odometer 'start' for the next section or road. Section 2 will continue until another marked change is observed, then section 3 will begin, and so on. **Always start a new survey sheet for a new road.**

Occasionally note down the odometer reading for some identifiable point, such as a side road. (This is very useful as an office check on the accuracy of your odometer!)

CHANGING SECTIONS

For your first few sheets, deciding when to start a new section may take some consideration. Use one survey sheet for each new section of road and number each section respectively on the survey sheet.

Some roadsides may be uniform along their length, and so need only one survey sheet. On other roads, the features may change significantly and require you to begin a new survey sheet. As a general rule, a new survey sheet is started when there is a change in the **quality** of the roadside vegetation. Ignore small changes, ie. over a distance less than of 500m.

Some other significant changes may be:

- a change in the road reserve width, say from 20m to 60m,
- the road passing from State forest into farmland, or
- the roadside changing from mostly native vegetation to mostly weeds.

If changes such as these occur (over a distance greater than 500m) start a new survey sheet.

Disturbances or changing land use require the start of a new section. (Photo by Graeme Rundle)

Don't change to a new survey sheet if there's only a change in native vegetation type. Many wheatbelt roads repeatedly cross a whole range of vegetation types, which is related to the underlying geological and topographical conditions.

For example, the vegetation may change from kwongan (scrub) on the sandy lateritic uplands, through to woodlands on the fertile red soils, to salt scrub in valleys.

Clip together all sheets pertaining to one particular road.

Roadsides are often considered in a negative manner.

COMPLETING THE SURVEY SHEET

WIDTH OF ROAD RESERVE

Historically, road widths were measured in chains (approx 20m). Early roads were usually one chain wide, or a multiple of this. Road reserve widths are therefore normally 20, 40, 60 or 100m wide.

With a little practice, it is easy in agricultural regions to recognise these, as fences delineate the edges of the road reserve. However, in uncleared land, such as forest, it may be difficult to tell on the ground where the road reserve stops and the forest starts. In this case, write "unknown".

WIDTH OF VEGETATED ROADSIDE

This is a measure of how much land is left along the roadside. Again, with practice, it is easy to recognise the width categories.

Ignore this section where the road passes through unfenced land such as national park, State forest, etc.

WIDTH OF ROAD RESERVE (m)

WIDTH OF VEGETATED ROADSIDE

	Left	Right
1-5 m	☐	☐
5-20 m	☐	☐
over 20 m	☐	☐

NATIVE VEGETATION ON ROADSIDE

Undisturbed native vegetation in Western Australia can be broadly categorised as either forest, woodland, mallee, kwongan (scrub or sandplain) or grassland.

Most of these vegetation formations contain more than one layer. For example, woodlands have not only trees, but also a scrub layer and a ground layer that contains plants such as reeds, everlasting daisies and orchids.

Observe all stratas of the vegetation. (Photo by Kate Jackson)

If one or more of the expected layers is missing, the conservation value of the area is reduced. In the wheatbelt, for example, roadside woodland is often represented only by trees and introduced grasses forming the ground layer. For some vegetation (eg. Salmon Gum woodlands) this may, however, be normal.

NATIVE VEGETATION ON ROADSIDE

	Left	Right
Tree layer	☐	☐
Shrub layer	☐	☐
Ground layer	☐	☐

RARE FLORA

Roadsides are often the last refuges for species of plants that have become endangered or extinct in other locations.

If you know of rare flora growing on the roadside, please note it in the general comments.

EXTENT OF NATIVE VEGETATION ALONG ROADSIDE

Roadside vegetation can be extremely variable, some roadsides may be comprised of dense and diverse bush for many kilometres, while others may have inconsistent distribution of native vegetation.

Note whether the native vegetation is continuous along the road section, or interrupted by weeds or other disturbances.

The extent of native vegetation changes from less than 20% to more than 80%. In this case, begin a new survey sheet (ie. a new section). (Photo by Kate Jackson)

EXTENT OF NATIVE VEGETATION ON ROADSIDE

	Left	Right
Less than 20%	☐	☐
20-80%	☐	☐
Over 80%	☐	☐

NUMBER OF DIFFERENT NATIVE SPECIES

Generally, highly diverse systems have a greater resilience to changes and disturbance. These areas are extremely important for conservation of native plants and animals. This section is a measure of the diversity of the vegetation, and so, of its conservation value.

Make an average estimate over a 100m length of roadside. It does not have to be done in detail.

Please do not list the dominant species unless you are sure of your identification (common names will do).

WEEDS

Weeds are plants that are growing outside their natural range and competing with native plants for nutrients, space, water and light. Weeds often invade bushland and interfere with the growth and survival of native plants: they pose a serious threat to all natural environments.

Estimate an average "weediness" over the section being considered. It should be estimated as a percentage of total plants along the section.

On some roadsides, especially those with York Gum and Jam, there may be good tree and shrub cover but the ground layer is totally weeds. Please note this.

African Lovegrass on the Brand Highway north of Muchea. (Photo by Penny Hussey)

WEEDS

	Left	Right
Few weeds (<20% total plants)	☐	☐
Half weeds (20-80% total)	☐	☐
Mostly weeds (>80% total)	☐	☐
Ground layer totally weeds	☐	☐

TYPES OF WEEDS

This information can be used to produce an overlay map of weed infestation. Complete this section (found on the reverse side of the survey sheet) if you know the names of weeds present. It should be an estimate of the percentage of total weeds along the section.

	Left	Right
Wildoats		
<20% total weeds	☐	☐
20-80% total weeds	☐	☐
>80% total weeds	☐	☐
Lovegrass		
<20% total weeds	☐	☐
20-80% total weeds	☐	☐
>80% total weeds	☐	☐
Bridal Creeper		
<20% total weeds	☐	☐
20-80% total weeds	☐	☐
>80% total weeds	☐	☐
Others (provide approx. % of weeds)		

FAUNA OBSERVED

Roadside vegetation provides habitat for birds, reptiles, insects and mammals. The most commonly seen are birds, and depending upon the location of your Shire, these will usually be characteristic to the area.

Record any fauna that was observed while conducting the survey. Brief notes only, please.

FAUNA OBSERVED

This survey can also be used to identify the presence of rabbits. Rabbits are often present in bush areas, the presence of droppings and warrens or burrows signals their presence. Indicate if there is any evidence of rabbit activity.

	Left	Right
Rabbits (evidence of)	☐	☐

Roadsides often provide habitat to native fauna and pest species.

Spotted pardlote
(Photo by Jiri Lockman)

Red Tailed phascogale
(Photo by Jiri Lockman)

Rabbits are present within some roadsides. (Photo Department of Agriculture)

VALUE AS A BIOLOGICAL CORRIDOR

In cleared areas, the road reserve plays a very important role in acting as a wildlife corridor. Corridors assist the movement of native animals – especially birds – enabling them to seek out feeding and nesting areas.

It is important to know if such corridors link areas of remnant bush to one another, as this increases the roads' conservation value. Aerial photographs may be helpful to clearly show roads that link remnants to one another.

Roadside vegetation links the landscape. (Photo MRWA)

VALUE AS A BIOLOGICAL CORRIDOR

	Left	Right
Connects uncleared areas	☐	☐
Flowering shrubs	☐	☐
Large trees with hollows	☐	☐
Hollow logs	☐	☐

PREDOMINANT ADJOINING LANDUSE

Agricultural land use (crop or pasture) adjoins many roadsides. They are often completely cleared of native vegetation. (Photo Department of Agriculture)

The road reserve is most valuable as a conservation area in an otherwise cleared landscape, where it serves as a corridor of remnant vegetation. Through pastoral regions, unless the road reserve is fenced to exclude grazing stock, roadside conservation values can be considered a reflection of the surrounding land. Where a road runs through or alongside a national park or nature reserve, that area represents the main conservation area and the road reserve merely compliments it. If a rail or drain reserve runs parallel to the road, record the land use on the far side of it also.

Ignore small land use changes (less than 500m long).

PREDOMINANT ADJOINING LAND USE

	Left	Right
Agricultural crop or pasture:-		
- completely cleared	☐	☐
- scattered	☐	☐
Uncleared land	☐	☐
Plantation of non-native trees	☐	☐
Urban or industrial	☐	☐
Railway Reserve parallel to road	☐	☐
Drain Reserve parallel to road	☐	☐

Other

UTILITIES/DISTURBANCES

The road reserve is often used as a site to locate public service utilities. Water pipelines, electricity lines and telegraph lines are often built on the roadside. To construct and maintain them, native vegetation may be destroyed and so their presence is detrimental to the conservation value of the roadside.

Vegetation may be destroyed in discrete areas for other uses, such as gravel or sand quarry, metal dumps or hardstanding for machinery.

Some landowners have ploughed the roadside outside their fence to act as a firebreak. This not only destroys native vegetation, but the disturbance enhances weed growth.

Ignore disturbances if they are not obvious.

Pipelines form a continuous disturbance along roadsides. (Photo by Peter Thorn)

Utilities/Disturbances

	Left	Right
Disturbances continuous	☐	☐
Disturbances isolated	☐	☐
Disturbances absent	☐	☐

Type

CONSERVATION VALUE

Conservation values can be assigned to an area by considering a number of characteristics, such as, vegetation structure and diversity, presence/absence of weeds and level of disturbance.

Another important characteristic in determining conservation value is whether the area links patches of remnant bush.

What is your opinion of the conservation value of the road and why? For example, are there a number of different vegetation types along the road?

A low conservation roadside typically has a high density of weeds. (Photo by Kate Jackson)

Conservation Value

	Left	Right
High	☐	☐
Medium	☐	☐
Low	☐	☐

Reasons

LANDSCAPE VALUE

The scenic quality of a road is important to many road users. An avenue of trees contributes greatly to the scenic effect of the road, especially if they arch over the road and form a tunnel.

What is your opinion of the road's landscape value?

Picturesque roadsides have high landscape value. (Photo by Penny Hussey)

Landscape Value

	Left	Right
High	☐	☐
Medium	☐	☐
Low	☐	☐
Reasons	☐	☐

GENERAL COMMENTS

You may like to write in further details, for example, presence of wildlife or unusual plant species.

GENERAL COMMENTS

Notes

Notes

Notes

SURVEY TO DETERMINE THE CONSERVATION VALUE OF ROADSIDES IN SHIRE OF .....

Date _____

Observer(s) _____

Road Name _____

Shire _____

Nearest named Place _____

Direction of travel (N,S,E,W) _____

Section No _____

Starting Point _____

odometer reading _____

Ending Point _____

odometer reading _____

Length of section _____

WIDTH OF ROAD RESERVE (m) _____

Side of the road	Left	Right
WIDTH OF VEGETATED ROADSIDE		
1 – 5 m	☐	☐
5 – 20 m	☐	☐
over 20 m	☐	☐
NATIVE VEGETATION ON ROADSIDE		
Tree layer	☐	☐
Shrub layer	☐	☐
Ground layer	☐	☐
EXTENT OF NATIVE VEGETATION ON ROADSIDE		
Less than 20%	☐	☐
20 – 80%	☐	☐
over 80%	☐	☐

No. OF DIFFERENT NATIV

0 – 5
6 – 19
Over 20
Dominant species (if known)

_____

_____

_____

_____

WEEDS

Few weeds (<20% total p
Half weeds (20 - 80% total)
Mostly weeds (>80% total)
Ground layer totally weeds

Complete the reverse side
weed species present

FAUNA OBSERVED

_____

_____

_____

_____

Rabbits (evidence of)

VALUE AS A BIOLOGICAL

Connects uncleared areas
Flowering shrubs
Large trees with hollows
Hollow logs

THE

Roadside Conservation Committee
c/- Locked Bag 104
Bentley Delivery Centre WA 6983

Phone: (08) 9334 0423
Fax: (08) 9334 0199

VE SPECIES

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L CORRIDOR

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☐ ☐

PREDOMINANT ADJOINING LANDUSE

Agricultural crop or pasture.	☐	☐
- completely cleared	☐	☐
- scattered	☐	☐
Uncleared land	☐	☐
Plantation of non-native trees	☐	☐
Urban or industrial	☐	☐
Railway Reserve parallel to road	☐	☐
Drain Reserve parallel to road	☐	☐
Other		

Utilities / Disturbances

Disturbances continuous	☐	☐
Disturbances isolated	☐	☐
Disturbances absent	☐	☐
Type		

Conservation Value

High	☐	☐
Medium	☐	☐
Low	☐	☐
Avenue of trees	☐	☐
Reasons		

Landscape Value

High	☐	☐
Medium	☐	☐
Low	☐	☐
Avenue of trees	☐	☐
Reasons		

GENERAL COMMENTS

OFFICE USE ONLY

Conservation value score	☐	☐

TYPE OF WEEDS

< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐
< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐
< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐
< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐
< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐

< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐

< 20% total weeds	☐	☐
20 – 80% total weeds	☐	☐
> 80% total weeds	☐	☐