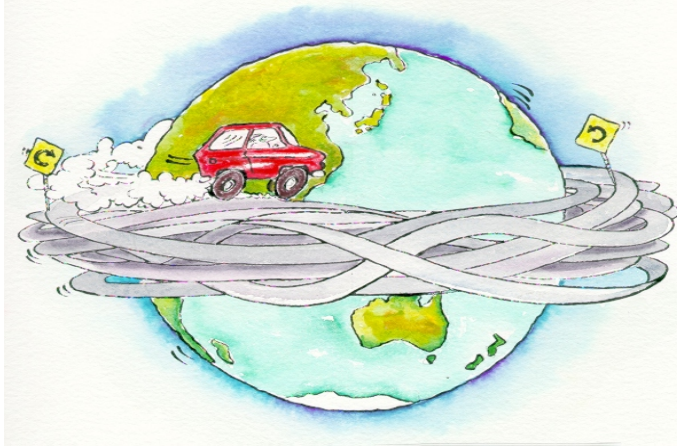


Conservation in Transport Corridors

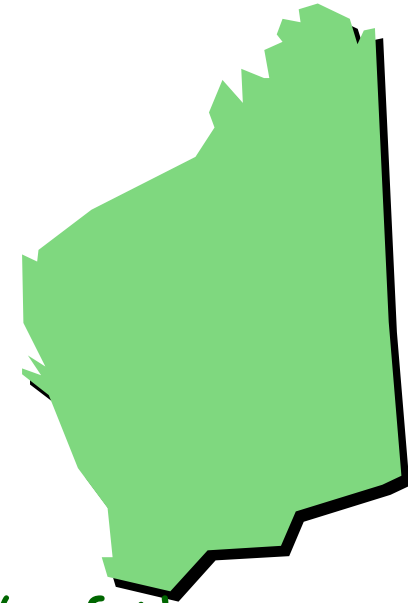


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Extent of roadsides



The combined length of roads in Australia is equivalent to > 40 times around the equator



19 % of these roads are located in Western Australia and their management is mainly shared by three agencies



Road managers in WA



Main Roads

> 17,000 km

DCLM

> 30,000 km

LGA's

130,000 km

→ S J Shire

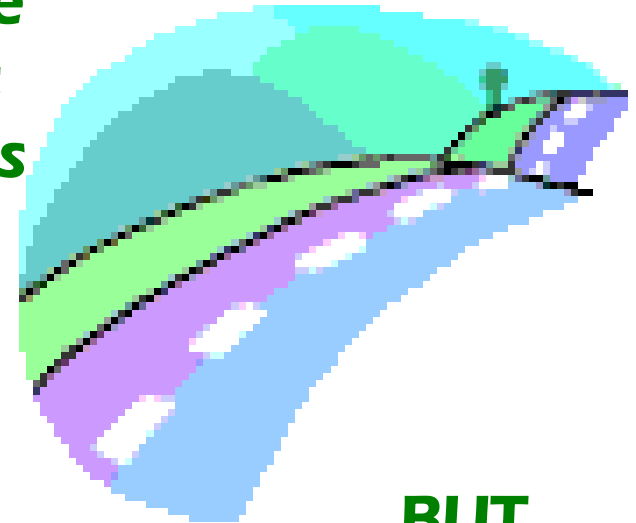
492 km sealed

136 km unsealed



Roads and Roadsides

The viability of Western Australia is dependant on the safe and effective movement of people and goods by roads and rail



**.....BUT
road reserves
have other
values**



Sustainability of Roadside Values

The sustainability of remnants within road and rail sides depends on the ability of managers to maintain their road reserves in a manner that is sensitive to the values present.



Sustainability needs to be incorporated in all aspects of road or rail projects from planning to construction and maintenance



Good Roadside Management

requires interaction with
ALL stakeholders

Remember the 4 C's !

Communication

Consultation

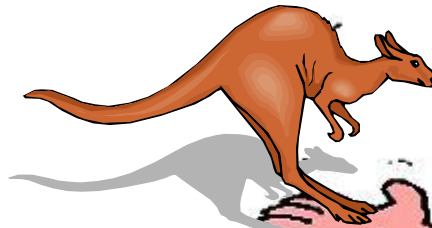
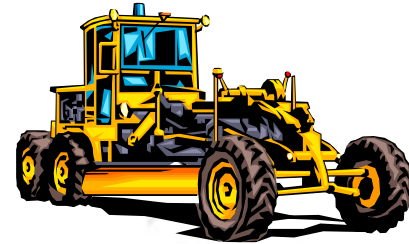
Co-operation

Compromise



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Good management
requires that ALL
issues are
considered



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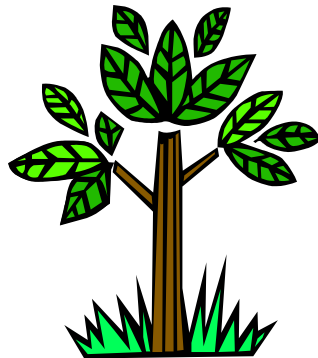
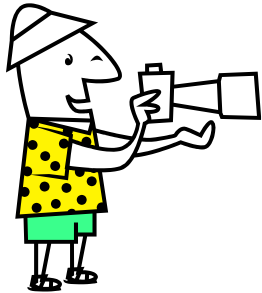
Values



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Values

Why is conservation in transport corridors important?



Road and rail sides are important because they contain :

- functional
- biodiversity
- cultural
- tourism and ;
- agricultural values



Declared Rare Flora

WA currently has 351 species of declared rare flora of these more than 100 are known from roadside populations.



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Caladenia huegelii

11 species of DRF are known from the Shire of Serpentine Jarrahdale and 3 of these are found in road reserves



Declared Rare Flora, 2001 by Tenure

TENURE	% POPS	% PLANTS
Conservation Reserves	27.5	44.9
State Forest	4.3	1.5
Local Government	24.3	12.0
Main Roads	4.8	1.1
Railway Reserves	3.0	0.4
Other Vested Crown Land	3.3	2.5
Other Unvested Crown Land	11.9	28.2
Private	20.0	9.5

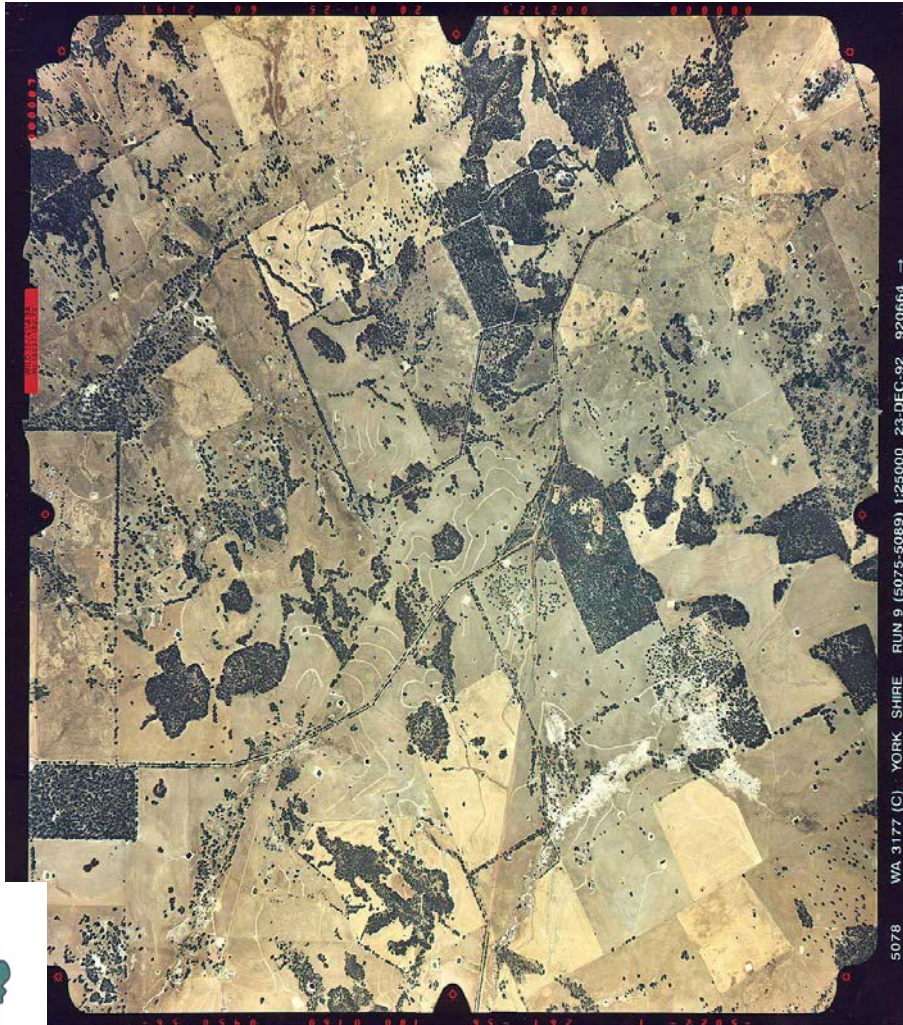


Biodiversity

❖ provide habitat for many native species of plants, mammals, reptiles amphibian and invertebrates



Wildlife Corridors



Roadsides link the landscape providing corridors for the movement of wildlife



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Tourism values



- **High conservation value road verges provide an important basis for our tourism industry**



Cultural values of road & rail sides

- often contain sites of historical or cultural significance



Land management values

- ❖ Roadsides are easier to maintain and are generally less fire prone than introduced vegetation
- ❖ also provide shelter for stock and adjoining land
- ❖ help with drainage and erosion control



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Natural Resources

❖ If no alternative source is available they can be a source of seed for revegetation projects (CALM permit required)



❖ The harvesting of firewood and wildflowers from roadside is contrary to RCC policy



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Legislation



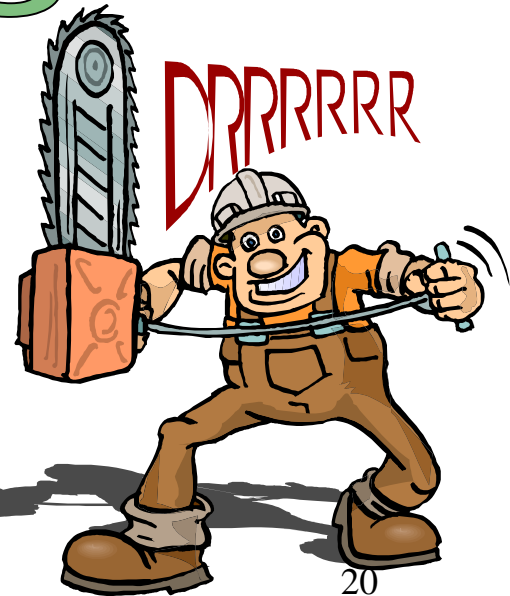
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- Wildlife Conservation Act
- Soil and Land Conservation Act
- Agriculture and Related Resources Act
- Public Works Act
- *Environmental Protection Act ←
- Dividing Fence Act
- Heritage Act
- Aboriginal Heritage Act
- CALM Act
- Local Government Act
- Bush Fires Act
- Utility Provider Act
- Main Roads Act





Threats



DRRRRRR



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Fenceline Clearing



❖ Approval for clearing for fence lines is required

Heavy penalties for clearing without approval are now in force



Weeds

- many weeds present a greater fire threat than native vegetation
- weed roots undermine the stability of the road by allowing water penetration



Environmental Weeds

are a threat to native flora and fauna:

- compete for space and nutrients and smother our native plants
- dominate an area, reducing the number of native plant types and numbers.
- this in turn reduces the number and types of fauna the vegetation can support.

Weeds **decrease** our **biodiversity**



FIRE = Weeds = FIRE

FIRE

Disturbance of roadside

increase in weeds

increase in
flammability

increase in culmulative
fuel availability

increase in continuity
of fuel bed



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Minimise roadside **FIRE** hazard

- Control invasion and spread of weeds
- Keep soil disturbance to a minimum
- Manipulate fire frequency and seasonality to encourage native vegetation
- Use mowing or herbicides to reduce fuel loads
- Revegetate disturbed areas to reduce weed infestations



Stay within the Construction or Maintenance Zone

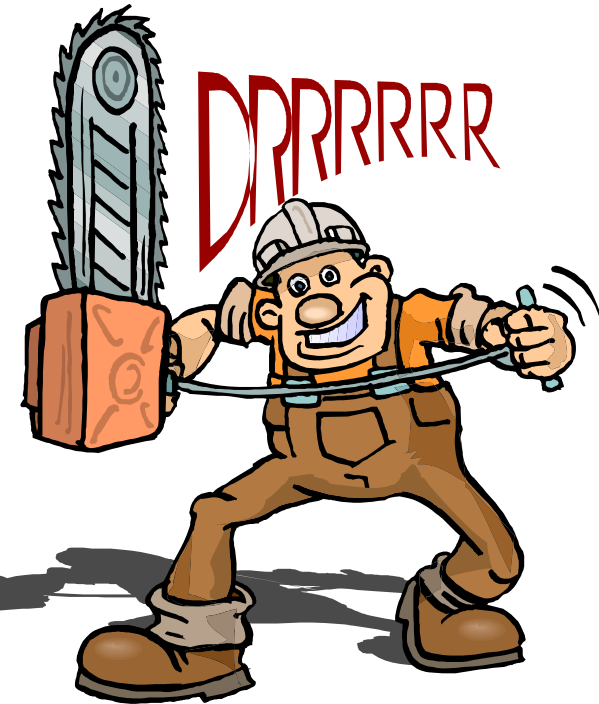
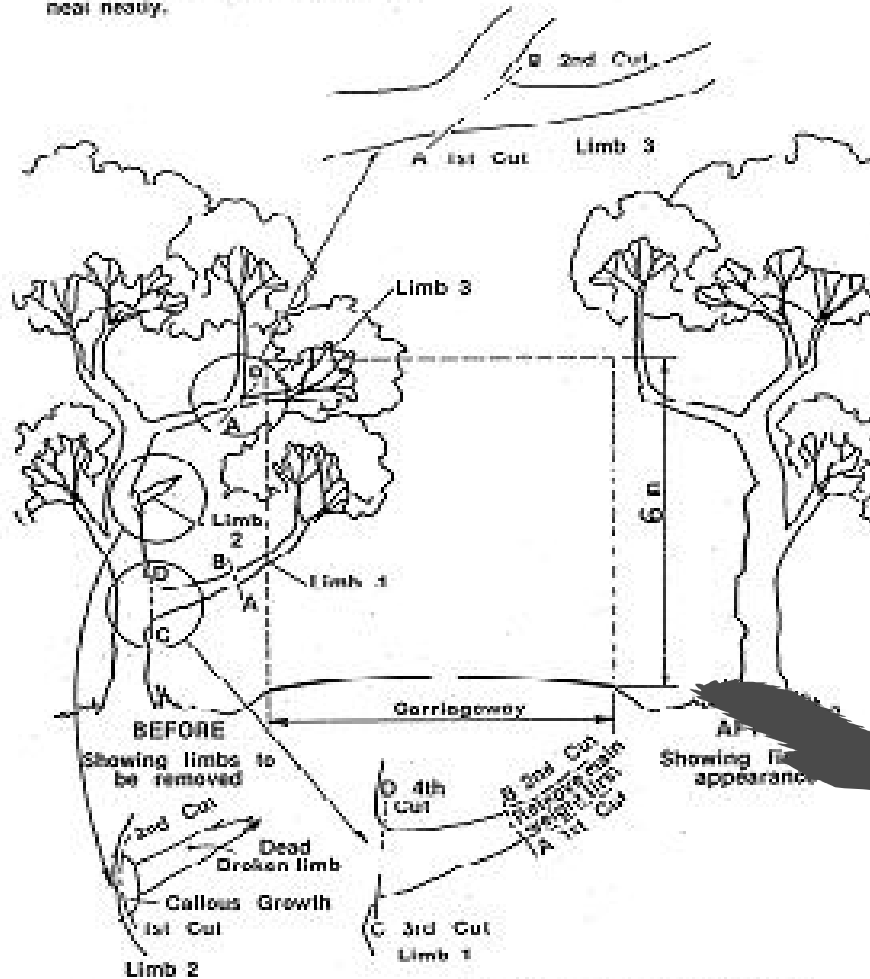


- **Inappropriate maintenance activities that result in the unnecessary removal of roadside vegetation are expensive and often increase weeds, fire and hazardous conditions**



Vegetation Control

All cuts to be close to tree-trunk remaining limb. This retains natural appearance and to allow wound to heal neatly.



Vegetation Control



- Inappropriate vegetation control results in poor public relations



Work Practice

❖ Roadside conservation values can be degraded by poor roadside maintenance practice.



Roadsides are a priceless community asset

Mundijong Road Flora Reserve

The longest stretch of the original Pinjarra Plain vegetation



Roadside Conservation Committee

References

- ***City of Albany - Code of Best Practice for Works*** on Council Controlled Land (including Roadsides)



- **Western Australia Roadside Handbook**

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- **Environmental Guidelines for Road Construction and Maintenance Works**

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