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Assessment of the Conservation Value of Roadside Vegetation in the Shire of Capel.

ROADSIDE
CONSERVATION
COMMITTEE

December 1994

ASSESSMENT OF THE CONSERVATION VALUE OF ROADSIDE VEGETATION IN THE SHIRE OF CAPEL.

1.0 INTRODUCTION

The Shire of Capel covers an area of 554 km^2 and supports a population of approximately 5389 people. The area enjoys a mediterranean climate with an average annual rainfall of 842.5 mm, most of which occurs from June to August. Seasonal temperatures are characterised by warm summers, with maxima averaging in the low 30's, and mild winters, with maxima in the low teens.

The Shire of Capel is located 212 km south of Perth in the Drummond subdistrict, of the South-West Botanical Province (Beard 1981). The shire is linearly traversed by the Spearwood, Bassendean and Pinjarra Plain Vegetation Systems.

The Spearwood system consists of ridges of calcarenite running parallel to the coastline and mantled with yellow sand, which becomes more bleached at the surface and less calcareous from west to east. Eucalypt woodland occurs as either a tuart (*E.gomphocephala*) or tuart-jarrah (*E.marginata)* association, with the former occurring to the west where limestone is closer to the surface. Minor communities include *Dryandra-Calothamnus* on limestone ridges, peppermint (*Agonis flexuosa*) low woodland and low forest along the western margin of the tuart woodland, and low woodland of paperbarks (*Melaleuca preissiana* & *M.rhaphiophylla*) or swamp banksias (*Banksia littoralis*) in swampy places. To the east of this is the Bassendean System.

The Bassendean System corresponds to the Bassendean Dune System of older leached soils. The overall vegetation cover is low banksia woodland dominated by slender banksia (*Banksia attenuata*), menzies banksia (*B.menziessii*), holly-leaved banksia (*B.ilicifolia*), pricklebark eucalypt (*Eucalyptus todtiana*) and christmas tree (*Nuytsia floribunda*), with a dense understorey of sclerophyll shrubs. In the more southerly regions of the state, such as Capel, the banksia low woodland is confined to higher and drier sites, while jarrah-marri occurs with a *Banksia* and *Casuarina* understorey on the moister, but still well-drained, areas.

The Dale subdistrict abuts the easterly area of the shire. The Pinjarra Plain System, which is located here, contains the most productive soils of the region and consequently most of the original vegetation has been cleared for farming. The better drained soils were once covered by marri woodland and some wandoo, with areas of jarrah on the higher ground, and flooded gum (*E.rudis*) occurred in the wetter areas. (Beard 1981).

Local industry in the Shire of Capel includes fruit, beef and dairy farming, bloodstock, vineyards for wine production, aquaculture, mining, timbering and tourism. Tourists are attracted by the various art and craft outlets, historic sites and the scenic resources that abound in the area. The latter of these attractions comprise State Forest No. 1,

which has the only naturally occurring tuart forest in the world, Capel River, Ironstone Gully Falls, extensive beaches, and the picturesque vineyards.

1.1 Value of Roadsides

European settlement in the south west of Western Australia has resulted in the clearing of large areas of native vegetation, with the Capel area being no exception. In many cases vegetated roadsides often provide the only remaining examples of more or less intact native vegetation and soil profiles.

Approximately 38% of the shire remains covered by original native vegetation, of which 19.6% is found on private land. Most of the remaining 18.4% exists as public reserves, crown land, railway reserves, timber reserves, and church-owned land. Within the shire there are 396 areas classified as "remnant vegetation" (Beeston *et al.*, 1993), note Appendix 1.

The separation of these remnants by cleared land often results in the isolation of plant and animal populations. Corridors between these areas of remnant vegetation are often provided by roadside vegetation. These provide a conduit for the movement of fauna across the landscape. When populations become isolated to small reserves they are prone to food shortages, disease and reduced genetic diversity, all of which can lead to local extinction. The importance of conserving roadside vegetation is highlighted by the fact that more than 79% of all bush remnants in the Shire are less than 20 ha in area (Beeston *et al.*, 1993). Whilst not ideal, road reserves are often all that are available as wildlife corridors.

Although limitations exist road reserves can also provide a valuable source of seed for regeneration projects. This is especially pertinent to shrub species, as grazing beneath farm trees often removes this layer. **Approval of the local shire and a CALM permit are required prior to collection.** Well vegetated roadsides are also of considerable benefit to agriculture.

They provide wind breaks to adjacent farmland, thereby providing a microhabitat more suitable to higher levels of productivity. This is due to stabilisation of temperature and the reduction of evaporation. Well conserved roadside also assists with erosion and salinity control. Native vegetation on roadside is generally far less of a fire threat than one dominated by annual weeds.

The aesthetic value of well maintained roadsides should not be overlooked, as they have the potential to improve local tourism and provide a sense of place. As well as creating a more favourable impression of the area, roadsides attract tourists who visit the area specifically to view the wildflowers. Tourism has the potential to provide local communities with a substantial cashflow.

Roadside vegetation contributes greatly to the attractiveness of the countryside, and forms the window frame through which visitors and residents alike view the landscape.

2.0 ASSESSMENT PROCESS

2.1 Methods

The methods used to assess and calculate the conservation value of the roadside reserves are fully described in Hussey (1991) pp 41-48. The process involves scoring a set of pre-selected attributes, which, when combined, represent a roadsides conservation status. A list of these attributes is presented on a standard survey sheet (Appendix 2) to provide both a convenient and uniform means of scoring. Ideally, the survey is undertaken by a group of local volunteers, who due to their detailed knowledge of the area, are able to provide an accurate and cost effective method of data collection. Community participation also ensures a sense of 'ownership' of the end product. Which, in turn, has a much greater chance of acceptance and use by the local community and road managers.

2.2 Field Work

Fieldwork was carried out between October 1987 and December 1992 by M. Bettenay, A. Browning, G. Conlon and O. Green.

2.3 Limitations

Approximately 126 km of roads were omitted from the survey, as many were town roads and therefore not relevant to roadside conservation. In some cases, access was prevented by the poor condition of the road. Other roads which should have been surveyed were overlooked; a list of these is provided in Appendix 3.

2.4 Scoring

Factors scored:

- native vegetation on roadside
- extent of native vegetation along length of roadside
- number of different native species
- weed infestation
- value as a biological indicator
- predominant adjoining land use

Each of these attributes scored from 0 to 2 points, when totalled providing conservation values ranging from 0 to 12. In order to form a legend for mapping, conservation values were ranked into the following categories:-

9 - 12	high conservation value
7 - 8	medium - high conservation value
5 - 6	medium - low conservation value
0 - 4	low conservation value

The following attributes were also noted but did not contribute to the conservation value score:-

- width of road reserve
- width of vegetated roadside
- presence of utilities/disturbances

In addition, the assessor(s) made a subjective score of both the conservation value and landscape value of each section of road. The conservation value acts as a check for the surveyor that the data accurately reflects the visual condition of the road. The landscape value enables the assessor to express his/her opinion of the scenic quality of the road and the surrounding landscape.

2.5 Mapping

A scaled computer generated road map (GIS Arc Info) of the Capel Shire (Map 1) depicts both the Roadside Conservation Value and Road Reserve Classification of the roads surveyed. The Conservation Values are indicated by the following colour codes (Table 1).

Table 1: Colour codes used to depict the conservation status of roadsides.

Conservation Value	Conservation Status	Colour Code
9 - 12	High	Dark green
7 - 8	Medium High	Light Green
5 - 6	Medium Low	Dark Yellow
0 - 4	Low	Light Yellow

3.0 RESULTS

The conservation value of each section of roadside surveyed (Appendix 4), is presented in the following computer generated map (Map 1). This should prove to be a most useful tool for roadside management, as it enables the condition of roadside vegetation to be easily assessed for conservation values. This can then be used to identify environmentally sensitive areas to ensure their conservation, or to target degraded areas for rehabilitation or fire management. The map can also be used as a reference to overlay transparencies of other information relevant to roadside conservation. Data obtained from both CALM and the Agricultural Department have been used to produce an overlay map which depicts the location of remnant vegetation on both state and privately owned land. This will enable the roadside vegetation to be assessed in the context of its importance to the overall conservation network within the shire. Other transparencies, such as the degree of weed infestation, or the location of environmentally sensitive areas or future planned developments, could also be produced as an aid to roadside management.

The data contained in Map 1 have been combined to provide an overview of the general condition of roadsides in the Shire of Capel (Figure 1). However, not all of these roads are under the control of the local shire. Two roads, South Western Hwy (H9) and Bunbury-Augusta Rd (M7), are under the care, control and management of the Main Roads Department (Table 2). In subsequent sections, the information relating to these roadsides will be dealt with separately to that of the shire controlled roads.

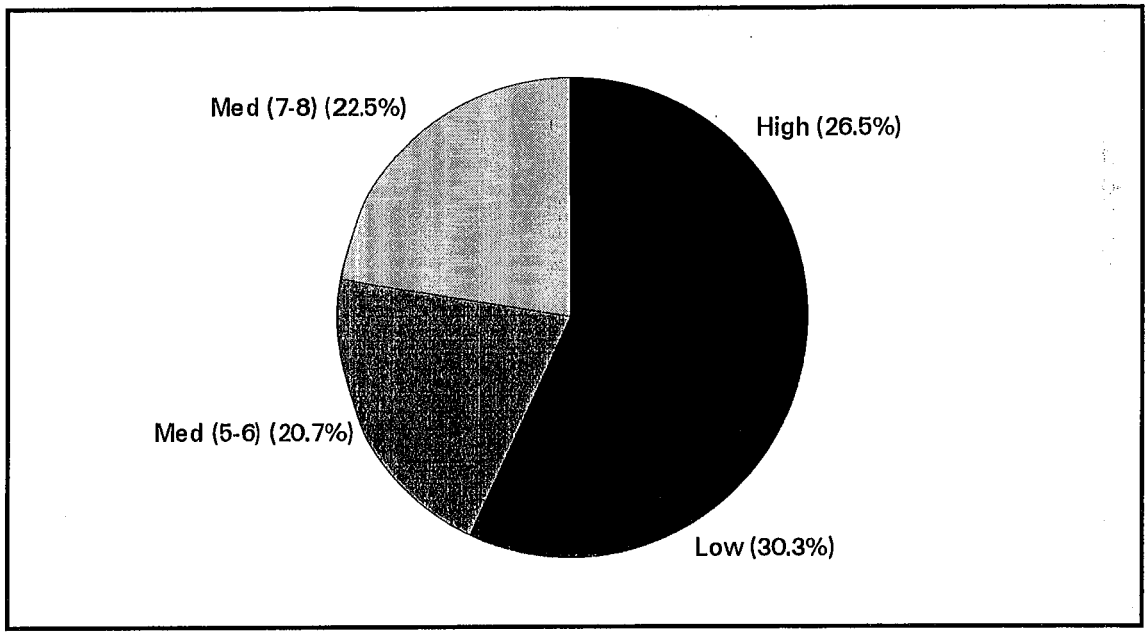


Figure 1: Conservation values of all roadsides located within the Shire of Capel.

Table 2: Assessment of roads vested in MRD, geographically within the Shire of Capel.

Road Name / No.	Conservation Value	No. of 1/2 Sections	Length of Sections (l&r) (km)	Not Assessed (km)	Total Length of Road (km)
South Western Hwy H9	High Medium-high Medium-low Low	8 6 3 1	2.8 6.0 4.4 8.8 22.0 (11.0)	7.16	18.16
Bunbury-Augusta Rd M7	High Medium-high Medium-low Low	0 2 6 4	0 5.6 22.3 21.8 49.7 (24.85)	4.89	29.74

The results of this assessment have been passed to the MRD and these roads will not be considered further in this document.

The results obtained for the shire controlled roads are presented in Table 3. As well as providing an overview of some of the roadside conditions in the area, this summary is useful for making comparisons with the results obtained for other shires.

Table 3: Summary of roadside conditions along Shire of Capel controlled roads.

Summary Information: Shire of Capel									
Length of shire controlled road (km)				**414.8**		**Conservation Value (km)**			
Length of shire controlled road surveyed (km)				**300.9**					
						High		176.0	**29.2%**
Adjoining Land Use (km)			**Weed Infestation (km)**			Medium		252.6	**42.0%**
						Low		173.3	**28.8%**
Cleared	232.0	38.6%	Light (2)	79.6	13.2%	Med (5-6)		112.9	18.7%
Scattered	280.5	46.6%	Medium (1)	230.4	38.3%	Med (7-8)		139.8	23.2%
Uncleared	84.4	14.0%	Heavy (0)	292.0	48.5%		1.0	8.8	1.5%
Other	5.0	0.8%					2.0	36.4	6.0%
Urban	0.0	0.0%	Total	601.9	100.0%		3.0	87.8	14.6%
Railway	0.8	0.1%					4.0	40.4	6.7%
Drain	0.0	0.0%					5.0	57.5	9.5%
Plantation	4.2	0.7%	**Extent of Native Vegetation (km)**				6.0	55.4	9.2%
							7.0	63.1	10.5%
Total	601.9	100.0%	>80%, Good (2)	82.5	13.7%		8.0	76.6	12.7%
			20-80 % Med (1)	291.8	48.5%		9.0	75.1	12.5%
Tree Road	85.00	14.1%	<20% Low (0)	227.6	37.8%		10.0	70.5	11.7%
							11.0	28.1	4.7%
Landscape Value (High)	160.9	26.7%	Total	601.9	100.0%		12.0	2.4	0.4%
						Total		601.9	100.0%
Number of Species (km)			**Value as a Biological Corridor (km)**			**Native Vegetation on Roadside (km)**			
Over 20 (2)	230.4	38.3%	High (2)	232.8	38.7%	2 - 3 veg layers		363.1	60.3%
6 - 19 (1)	216.5	36.0%	Medium (1)	209.0	34.7%	1 veg layer		196.8	32.7%
0 - 5 (0)	155.1	25.7%	Low (0)	160.1	26.6%	0 veg layers		42.0	7.0%
Total	601.9	100.0%	Total	601.9	100.0%	Total		601.9	100.0%

As the summary relates to data obtained from both the right and left hand sides of the road, roadside distances are equal to twice the actual length of road surveyed.

Areas of high conservation value were found to occupy 176 km of roadside, constituting 29.2% of the length of shire controlled road surveyed (Figure 2).

Medium-high conservation value roadside accounted for 23.3% of the length surveyed. In total, these roadside sections covered a distance of 139.8 km (Table 3). Medium-low conservation value roadside covered 112.9 km, 18.7% of the distance surveyed. When combined, these figures indicate that 252.6 km of roadside, 42.0% of that surveyed, had medium conservation value (Table 3).

Areas of low conservation value were found to occupy 173.3 km of roadside, constituting 28.8% of the length of shire controlled road surveyed (Figure 2).

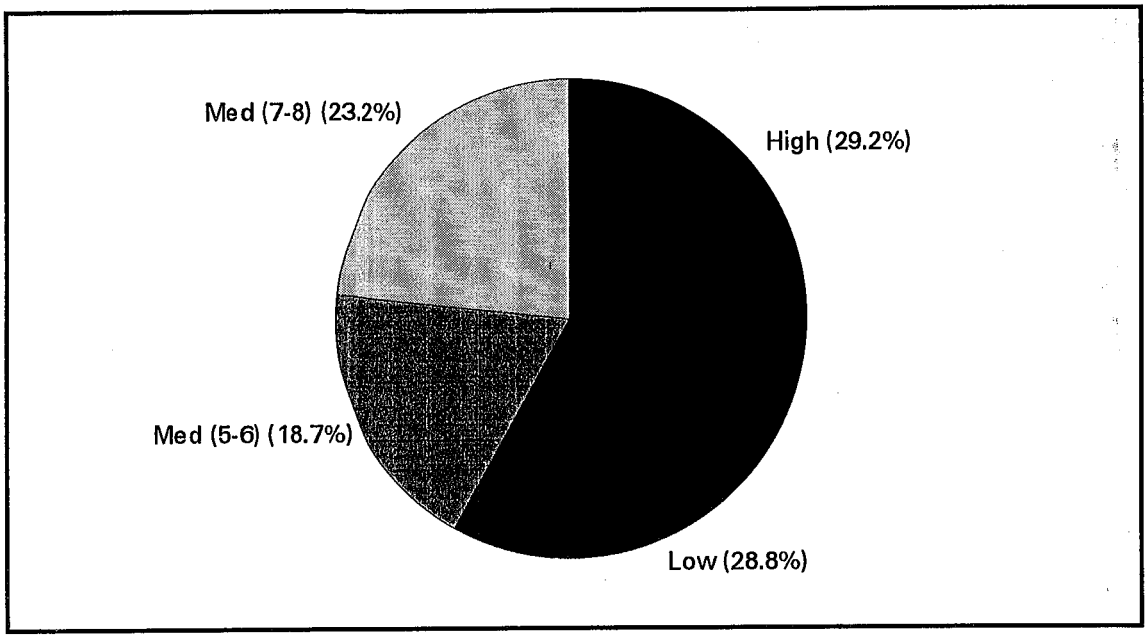


Figure 2: Conservation values of roadsides controlled by the Shire of Capel.

Approximately 85 km of roadside, 14.1% of the total length surveyed, displayed avenues of mature trees (Table 3). Avenues of mature trees contribute substantially to the attractiveness of a landscape, framing the view and forming a tunnel effect over the road. Trees take many years to reach full stature, so that if an avenue is destroyed the effect can scarcely be reproduced within a lifetime. Mature trees also provide habitat for animal species dependent upon tree-hollows for nesting sites. Avenues of mature trees occurred in short sections along the following roads (Table 4).

Table 4: Tree Roads in the Shire of Capel.

Road Name	Road No.	Sections (km)
Bryce Rd	76	1.15
Capel North West Rd	8	0.32
Elgin Rd	6	7.30
King Rd	48	3.20
Lowrie Rd	5	3.30
Ludlow North Rd	7	7.90
Mangles Rd	9	4.43
Mangles West Rd	34	0.30
North Goodwood Rd	20	6.00
Penns St	44	3.25
Plantation Rd	31	2.00
Skippings Rd	65	1.59
South Western Hwy	H9	1.00
Stirling Rd	16	1.05
Washer Rd	27	0.70

The majority of land adjoining the roadsides had at least some natural vegetation remaining (Figure 3). A scattered distribution of native vegetation was present along 46.6% of the roadside, 14.0% was uncleared and 38.6% was totally cleared of native vegetation. The remaining 0.8% had other uses, specifically, 0.1% was railway reserve and 0.7% contained plantations of non-native trees (Table 3).

The relative importance of a roadside section as a biological corridor, is dependent upon the diversity of habitat and whether it connects uncleared land (Appendix 2). High value biological corridor was present along 38.7% of the roadside, medium along 34.7%, and low value corridor 26.6%.

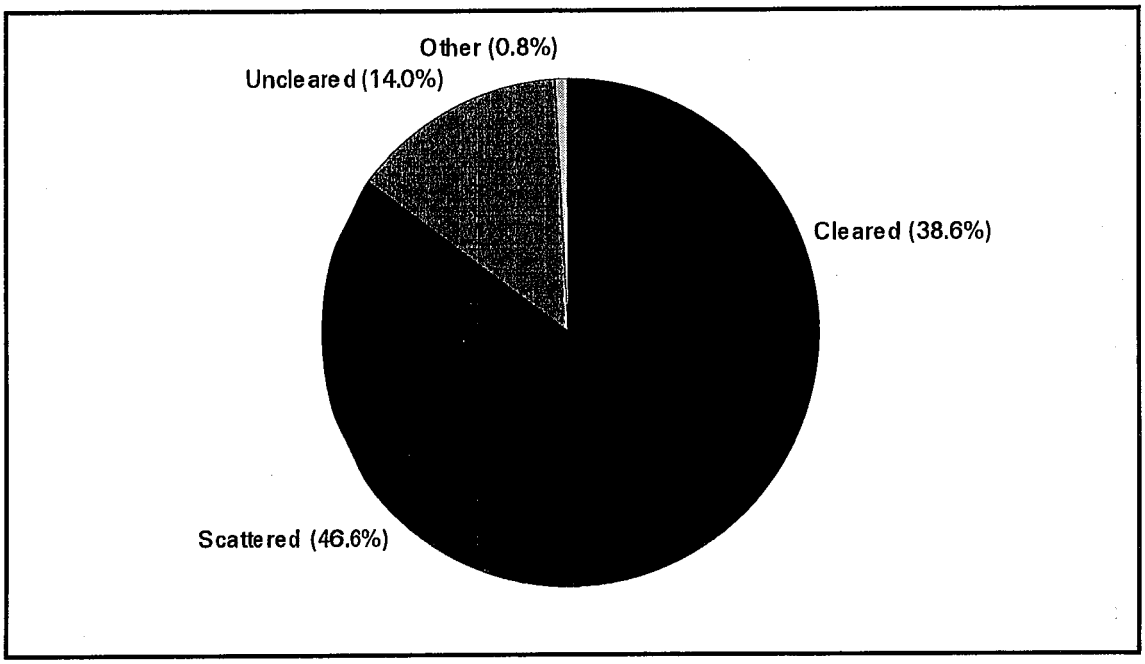


Figure 3: Predominant landuse adjoining shire controlled roads.

Roadside lightly affected by weeds covered 13.2% of the distance surveyed, medium level infestation, 38.3%, and heavily affected areas, 48.5% (Table 3).

Roadside with native vegetation constituting more than 80% of the vegetation present, that deemed as being in "good" condition, accounted for 13.7% of the road surveyed. Roadside with 20 to 80% native vegetation, that in "medium" condition, covered 48.5% of the road surveyed. While, 37.8% of the roadside had less than 20% native vegetation and, as such, was classified as being in "poor" condition (Table 3).

Survey sections with more than 20 plant species spanned 38.3% of the length of roadside surveyed. Thirty six percent of the roadside had between 6 and 19 plant species. With the remaining 25.7 % having less than 6 plant species and, therefore, no points from this attribute contributing to the conservation value scores (Table 3).

The "Native Vegetation on Roadside" value is calculated from the number of vegetation layers present (Appendix 1). Sixty point three percent had at least two layers of native

vegetation, 32.7% had only one layer and 7.0% had no layers of native vegetation (Table 3).

Points scored from the above mentioned attributes were used to calculate the conservation values, listed in Table 2. These figures also correspond to the roadside conservation values presented in the computer generated map (Map 1).

MAIN ROADS
Western Australia

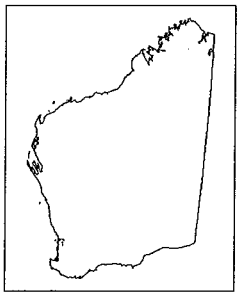
Roadside Conservation

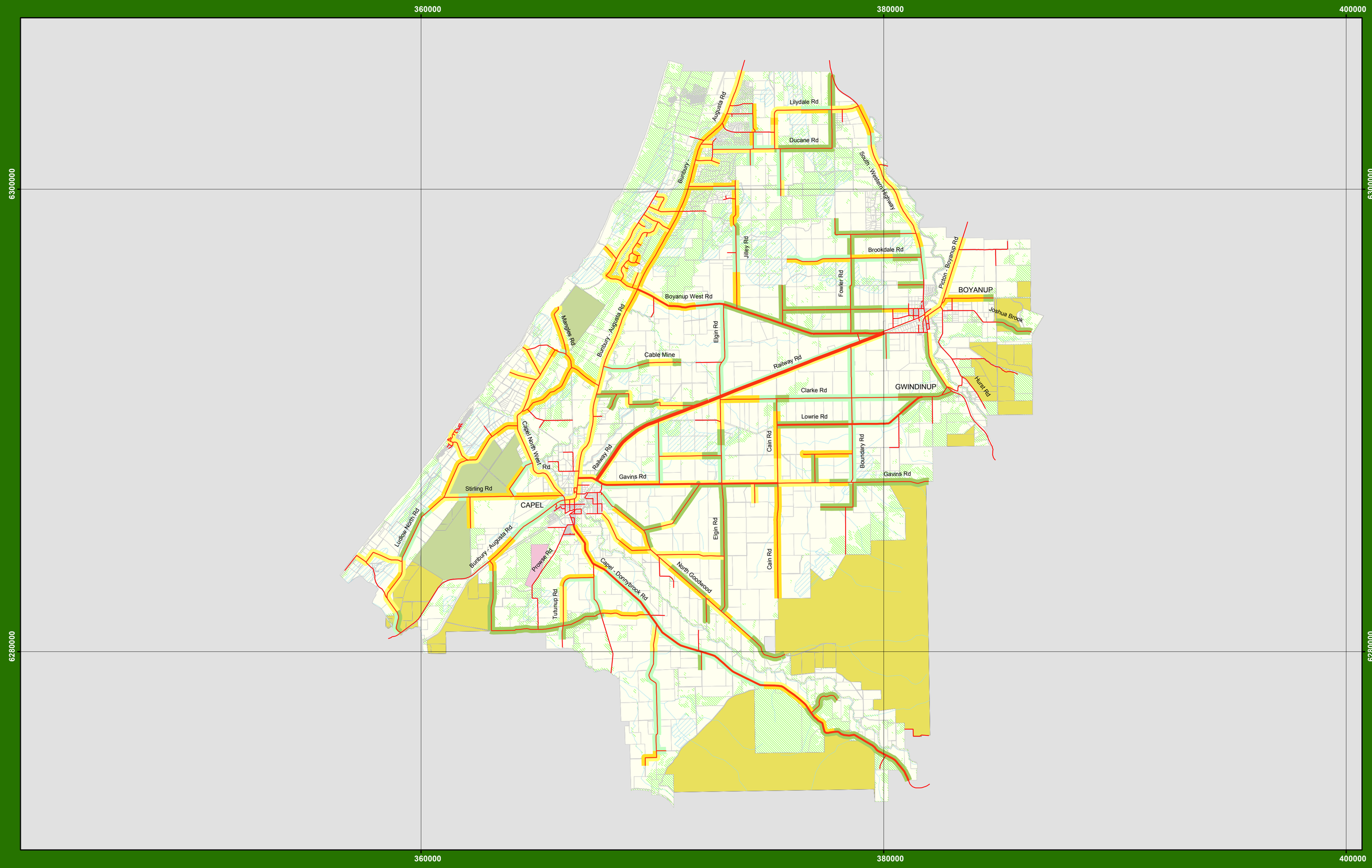
Produced by Main Roads, Survey and Mapping Branch,
in co-operation with the Roadside Conservation Committee,

DATA:

ved from D.O.L.A. digital cadastre
State of Construction Plans
ues verified and resupplied by
ation Committee, Oct. 1994.

4 6 8km





SHIRE OF CAPEL
Roadside Conservation Value
October 1994

Scale: 1:100,000

0 1 2 3 4 5 10 km

LEGEND

Roadside Conservation Value
- Low (0-4)
- Medium low (5-6)
- Medium high (7-8)
- High (9-12)

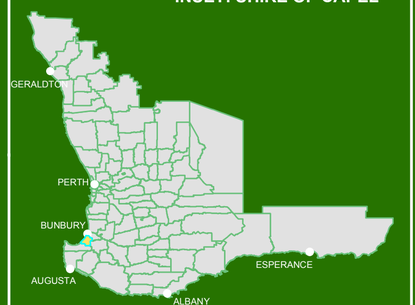
Road Reserve Width
- No reserve information
- 20m
- 40m
- 60m+

CALM Estate
- State forest
- Timber reserve
- Misc reserve
- Ex Dir freehold
- National park
- Nature reserve
- Conservation park
- 5(1)(g) reserve
- 5(1)(h) reserve
- Marine park
- Marine nature reserve
- Ex Dir leasehold

- Waterbodies
- Watercourses
- Remnant vegetation
- Cadastre

Datum: GDA94
Projection: MGA50

INSET: SHIRE OF CAPEL



SOURCES OF DATA

ROADS:	Road data supplied by Main Roads, Western Australia
RCC:	Source value supplied by Roadside Conservation Committee Values are verified. October 1994
CADASTRE:	Supplied by DOLA, August 2001 SCDB
WATER:	Sourced from Geoscience Australia, 2003
CALM ESTATE:	Sourced from CALM, 2004
REMNANT VEGETATION:	Sourced from Dept. Agric WA, 2004

Government of Western Australia — Department of Conservation and Land Management — Conserving the nature of WA

Roadside Conservation Committee

4.0 MANAGEMENT GUIDELINES

The following section of the report suggests some management techniques to help retain and enhance roadside conservation value.

These guidelines are taken from the Roadside Conservation Committee's Roadside Manual. Copies of these have been supplied to the Shire, but further copies may be obtained from the RCC on request. The Executive Officer of the Roadside Conservation Committee is available for consultation on all roadside conservation matters and can be contacted on (09) 3340423.

It is assumed that the primary aim of road management is the creation and maintenance of a safe, efficient road system. In addition, the following management procedures should be adopted.

4.1 High Conservation Value Roadsides

4.1.1 Management Goal

- MAINTAIN AND ENHANCE THE INDIGENOUS PLANT COMMUNITIES.

4.1.2 Management Guidelines

- MINIMISE DISTURBANCE TO EXISTING VEGETATION.

Because disturbance leads to weed invasion, which:-

- downgrades the conservation value;
- increases the fire threat.

Minimal disturbance can be achieved by:-

- adopting a road design that occupies the minimum space;
- diverting the line of a table drain to avoid disturbing valuable flora;
- pruning branches, rather than removing the whole tree or shrub;
- not dumping spoil on well conserved flora;
- observing dieback control measures if appropriate;
- using methods other than preventative burning to reduce fire threat;
- applying a Fire Threat Assessment (Roadside Manual chapter 9) before burning roadside;
- if roadside burning must be undertaken, incorporate it into a district fire management program;
- encouraging adjacent landholders to set back fences to allow vegetation to spread and thicken;
- encouraging adjacent landholders to plant windbreaks or farm tree lots adjacent to roadside vegetation to create a thicker belt;
- encouraging revegetation projects by adjacent landholders.

4.2 Medium Conservation Value Roadsides

4.2.1 Management Goal

- MAINTAIN INDIGENOUS VEGETATION WHEREVER POSSIBLE, AND TO ENCOURAGE ITS REGENERATION.

4.2.2 Management Guidelines

- MINIMISE DISTURBANCE TO EXISTING VEGETATION.

Consideration should be given to weed control programs, combined with reseeding/replanting local species.

4.3 Low Conservation Value Roadsides

4.3.1 Management Goals

- RETAIN REMNANT TREES AND SHRUBS AND ENCOURAGE THEIR REGENERATION.

- ENCOURAGE REVEGETATION PROJECTS USING INDIGENOUS PLANTS.

4.3.2 Management Guidelines

- MINIMISE SOIL DISTURBANCE TO REDUCE WEED INVASION.

- ENCOURAGE REVEGETATION PROJECTS BY ADJACENT LANDHOLDERS.

4.4 "Tree Roads"

"Tree roads" are defined as those roadsides with a sufficient density of mature trees to create an attractive tunnel effect. Besides the aesthetic benefits, these areas also provide valuable habitat for birds and other tree dwelling species. Since mature trees are slow growing and hard to replace, care should be taken to preserve these avenues wherever possible.

- prune offending branches rather than remove the whole tree.
- cut branches off close to limb or tree trunk
- divert line of table drain to avoid disturbing tree roots.
- import fill to build up formation, rather than using side-borrow from roadside.
- if using herbicide for weed control on the roadside do not use a soil residual type, as Siomazine or Atrazine. Eucalypts are especially sensitive to these.
- encourage the adjoining landholder to plant tree belts on his property that will complement the roadside vegetation.

4.5 Special Environmental Areas

A "Special Environmental Area" is a section of the roadside which is of such great significance that it should be treated with special care when road and utility service construction or maintenance is undertaken.

Some reasons for designating a Special Environmental Area would include:

- populations of rare or endangered plants
- vegetation of special scientific, conservation or aesthetic significance
- Aboriginal or European cultural sites

There are 7 such areas within the Shire of Capel. Each is the site of a population of stalked water-ribbons (*Aponogeton hexatepalus),* which is a declared rare plant species.

5.0 REFERENCES CITED

Beeston, G., Mlodawski, G., Saunders, A and True, D. (1993, unpub.). *Remnant Vegetation Inventory in the Southern Agricultural Areas of Western Australia*. Western Australian Department of Agriculture, South Perth.

Beard, J.S. (1981). *Vegetation Survey of Western Australia*. Swan. 1:1000000 Vegetation Series. Explanatory Notes to Sheets 7. University of Western Australia Press.

Hussey, B.M.J. (1991). The flora roads survey - volunteer recording of roadside vegetation in Western Australia. In *Nature Conservation 2: The Role of Corridors*, ed by Saunders, D.A and Hobbs, R.J. Surrey Beatty & Sons, 1991.

Roadside Conservation Committee. (1990). *Roadside Manual.* Dept. of Conservation and Land Management.

APPENDIX 1

Definitions of Remnant Vegetation Types, as according to Beeston et al (1993).

Vegetation classed as "remnant vegetation" has one or more of the following characteristics (Beeston et al., 1993):

* 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.

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

* Degraded understorey (ie reduction in the number of native species, includes weeds).
* Obvious human disturbance-clearing, mining, grazing, weeds.
* Affected by salt.
* Narrow corridors of vegetation (usually along roads and railway lines or windbreaks), which are more likely to be affected by edge effects.

Vegetation classed as "scattered vegetation" have:

* No understorey
* Parkland cleared ie are scattered single trees.
* No significant signs or chance of regeneration.

SURVEY TO DETERMINE THE CONSERVATION VALUE OF A ROAD

Roadside Conservation Committee
C - P.O. Box 104 COMO W.A. 6152

Date _____ Observer(s) _____

Road Name _____

Nearest named place _____

Shire _____

Direction of travel _____

Section no. _____

starting point _____

odometer reading _____

ending point _____

odometer reading _____

length of section _____

WIDTH OF ROAD RESERVE

Side of the road	Left	Right
Width of Vegetated roadside		
1-5m	☐	☐
5-20m	☐	☐
over 20m	☐	☐

NATIVE VEGETATION ON ROADSIDE

tree layer	☐	☐
shrub layer	☐	☐
ground layer	☐	☐

RARE FLORA

Rare flora known to be present ☐ ☐

Name _____

EXTENT OF NATIVE VEGETATION ALONG LENGTH OF ROADSIDE

Less than 20%	☐	☐
20-80%	☐	☐
over 80%	☐	☐

No. OF DIFFERENT NATIVE SPECIES

0-5	☐	☐
6-19	☐	☐
Over 20	☐	☐

Dominant species (if Known)

_____

WEEDS

Few weeds (under 20% total plants)	☐	☐
Half weeds (20-80% total)	☐	☐
Mostly weeds (over 80% total)	☐	☐
Ground layer totally weeds	☐	☐

Dominant weeds (if known)

_____

VALUE AS A BIOLOGICAL CORRIDOR

Connects uncleared areas	☐	☐
Flowering shrubs for nectar-feeding animals	☐	☐
Large trees with hollows for birds nests	☐	☐
Hollow logs	☐	☐

FAUNA OBSERVED

_____

_____

PREDOMINANT ADJOINING LAND USE

Agricultural crop or pasture:-		
• completely cleared	☐	☐
• scattered trees/shrubs	☐	☐
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	☐	☐

Reasons

_____

_____

LANDSCAPE VALUE

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

Reasons

_____

_____

GENERAL COMMENTS

_____

_____

_____

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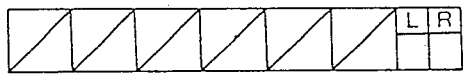

APPENDIX 3

Major Roads Not surveyed

Road No.	Road Name	Length of Road (km)
18	Hurst Rd	4.83
36	Coast Rd	1.29
39	McCourts Rd	1.61
53	Gibson Rd	0.64
56	Wests Rd	1.61
61	Brilliant Rd	1.3
73	Nicholls Rd	0.97
81	Doyle Rd	0.8
84	Thomas St	0.48
124	Morris Rd	1.05
129	Prowse Rd	5.25
132	Twomey Rd	0.4
133	Mahlberg Rd	0.4
135	Brisden Rd	0.43
136	D'Arcel Rd	0.65
168	Wrights Rd	2.75
169	Penny Rd	0.75
174	Roselea Ct	0.49
251	Gutman Rd	1.13

Appendix 4 RAW DATA

Road Name	Section Number	Direction of travel	Start Point	End Point	Section Length	CCV L	CCV R	Nat Veg L	Nat Veg R	Weed L	Weed R	Ext Veg L	Ext Veg R	NO. Sp. L	NO. Sp. R	Val Corr L	Val Corr R	Tree Rd L	Tree Rd R	Land-scape L	Land-scape R
BELL RD	1	E	WASHER RD		1.9	2	3	1	1	0	0	0	0	0	0	0	1				
BELL RD	2	E		ELGIN RD	0.9	10	10	2	2	1	1	2	2	2	2	2	2			2	2
BOUNDARY RD	1	S	GAVIN RD	GATE	1.0	9	9	2	2	1	1	1	1	2	2	1	1				
BOUNDARY RD	2	N	GAVIN RD	RAILWAY RD	5.9	7	7	1	1	1	1	1	1	1	1	1	1			1	1
BOYANUP WEST RD	1	W	RAILWAY RD		3.1	10	10	2	2	1	1	1	1	2	2	2	2				
BOYANUP WEST RD	2	W			2.2	9	10	2	2	1	1	1	1	2	2	2	2				
BOYANUP WEST RD	3	W		ELGIN RD	1.8	10	10	2	2	1	1	1	1	2	2	2	2				
BOYANUP WEST RD	4	W	EGLIN RD		1.2	7	7	1	1	0	0	1	1	1	1	2	2			1	1
BOYANUP WEST RD	5	W			1.2	6	6	1	1	0	0	1	1	1	1	2	2			1	1
BOYANUP WEST RD	6	W		SOUTH WEST HWY	1.5	4	4	1	1	0	0	1	1	1	1	0	0			0	0
BROOKDALE RD	1	W	SOUTH WEST HWY		1.2	9	9	2	2	1	1	1	1	2	2	2	2			2	2
BROOKDALE RD	2	W		FLOWER RD	1.8	7	6	2	2	0	0	1	1	2	2	0	0				
BROOKDALE RD	3	W	FLOWER RD		2.7	6	8	2	2	1	1	0	1	1	2	1	1			1	1
BRYCE RD	1	W	SOUTH WEST HWY		1.2	9	9	2	2	1	1	1	1	2	2	1	1	Y	Y		
BUNBURY-ALBANY H	1	SE	LILLYDALE RD		1.3	6	6	2	2	0	0	0	0	1	1	1	1				
BUNBURY-ALBANY H	2	SE			0.5	7	7	2	2	0	0	0	0	1	1	2	2				
BUNBURY-ALBANY H	3	SE			0.7	2	3	0	1	0	0	0	0	0	0	0	0				
BUNBURY-ALBANY H	5	SE			0.5	3	3	1	1	0	0	0	0	1	1	1	1				
BUNBURY-ALBANY H	6	SE			0.9	2	2	0	0	0	0	0	0	0	0	0	0			0	0
BUNBURY-ALBANY H	7	SE			1.1	8	8	2	2	1	1	1	1	2	2	1	1				
BUNBURY-ALBANY H	8	SE			1.8	6	2	2	1	0	0	1	0	1	0	1	0				
BUNBURY-ALBANY H	9	SE	ECCLESTONE RD		1.4	7	8	1	1	0	0	2	2	1	1	1	2			1	1
BUNBURY-ALBANY H	10	SE	LOWRIE RD	TRIGWELL RD	2.8	2	9	0	2	0	1	0	1	0	2	0	2			1	1
BUNBURY-ALBANY H	11	SE	SHIRE BOUNDARY		1.0	10	8	2	2	2	1	2	2	2	2	1	1	Y	Y	1	1
BUNBURY-AUGUSTA	1	S	SHIRE BOUNDARY		2.0	1	1	0	0	0	0	0	0	0	0	0	0				
BUNBURY-AUGUSTA	2	S		CALINA RD	4.9	6	6	2	2	1	1	1	1	0	0	2	2			2	2
BUNBURY-AUGUSTA	3	S	CALINA RD	.9KM PAST FISHER	4.8	6	5	1	1	1	1	1	1	1	1	0	0			1	1
BUNBURY-AUGUSTA	4	S	.9KM PAST FISHER		8.9	3	3	1	1	1	1	0	0	0	0	0	0			0	0
BUNBURY-AUGUSTA	5	S		CAPEL WEST RD	2.8	8	7	2	1	2	1	1	1	1	1	1	1				
BUNBURY-AUGUSTA	6	S	HUTTON RD		1.4	5	5	2	2	1	1	0	1	0	1	1	0				
BUSQUETS RD	1	W	NORTH GOODWOOD R	ELGIN RD	2.9	4	4	1	1	0	0	0	0	0	0	1	1			0	0
CABLE RD	1	E	MAIN ROAD		1.5	8	8	2	2	1	1	1	1	2	2	1	1			1	1
CABLE RD	2	E			0.5	10	10	2	2	1	1	2	2	2	2	2	2			1	1
CABLE RD	3	E			1.0	4	4	2	2	1	1	0	0	0	0	0	0			1	1
CABLE RD	4	E		GATE	0.4	11	10	2	2	2	2	2	2	2	2	2	0			1	0
CAIN RD	1	S		RD 10	0.5	8	9	2	2	1	1	2	2	2	2	0	1			1	1
CAIN RD	2	S			2.1	6	6	1	1	0	0	1	1	1	1	2	2				
CAIN RD	3	S	GAVIN RD		1.1	3	3	1	1	0	0	0	0	0	0	0	0				
CAIN RD	4	N		GAVIN RD	5.2	5	5	2	2	0	0	0	0	0	0	1	1			0	0
CAPEL NORTH WEST	1	N		STIRLING RD	1.6	4	4	2	2	0	0	0	0	0	0	1	1				
CAPEL NORTH WEST	2	N	LUDLOW NTH		2.5	3	3	1	1	0	0	0	0	0	0	1	1				
CAPEL NORTH WEST	3	N	BRIDGE		0.3	2	2	1	1	0	0	0	0	0	0	0	0			0	0
CAPEL NORTH WEST	4	N	WOODS WEST	BRIDGE 3.3KM PAS	1.8	3	4	1	1	0	0	0	0	0	0	1	1			1	1
CAPEL NORTH WEST	5	N		WOODS RD	1.2	2	2	1	1	0	0	0	0	0	0	0	0			1	1
CAPEL NORTH WEST	6	NE	MANGLES W RD	P.E. FENCE	0.3	6	6	2	2	0	0	0	0	1	1	2	2	Y	Y	2	2
CAPEL-DONNEYBROO	1	SE			2.5	6	4	2	2	0	0	0	0	1	1	1	0				
CAPEL-DONNEYBROO	2	SE			8.7	8	8	2	2	1	1	1	1	1	1	1	1			1	1
CAPEL-DONNEYBROO	3	SE			0.5	3	6	0	2	0	1	0	0	1	1	1	1				
CAPEL-DONNEYBROO	4	SE			1.7	3	6	1	2	0	1	0	1	0	2	0	0				

Road Name	Section Number	Direction of travel	Start Point	End Point	Section Length	CCV		Nat Veg		Weed		Ext Veg		NO. Sp.		Val Corr		Tree Rd		Land-scape	
						L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
CAPEL-DONNEYBROO	5	SE			1.8	6	10	2	2	1	2	0	1	0	2	2	2				
CAPEL-DONNEYBROO	6	SE		SHIRE BOUNDARY	4.1	10	10	2	2	2	2	2	2	2	2	2	2			2	2
CARTERS RD	1	S			3.0	3	6	0	0	1	1	0	1	0	1	0	0				
CHERTON CRT	1	E	RAMSEY RD		0.3	5	5	2	2	1	1	1	1	1	1	0	0			1	1
CLARK RD	1	E	RAILWAY RD		1.7	5	5	1	1	0	0	1	1	1	1	0	0				
CLARK RD	2	E		CAIN RD	0.7	7	7	2	2	1	1	1	1	1	1	1	1				
CLARK RD	3	E	CAIN RD		0.6	9	9	2	2	1	1	2	2	2	2	2	2			2	2
CLARK RD	4	E		BOUNDARY RD	2.6	8	8	2	2	0	0	1	1	2	2	2	2				
CLARK RD	5	E	BOUNDARY RD		2.0	7	7	2	2	0	0	0	0	2	2	1	1			1	1
CLARK RD	6	E		LOWRIE RD	1.1	9	9	2	2	1	1	1	1	2	2	1	1				
CLOVERDALE RD	1	S	CAPEL DONNEYBROO		1.2	4	4	1	1	0	0	0	0	0	0	1	1			0	0
CLOVERDALE RD	2	S			1.5	8	8	2	2	1	1	1	1	0	0	2	2				
CLOVERDALE RD	3	S			3.4	8	8	2	2	2	2	1	1	2	2	0	0				
CROWD RD	1	E	SOUTH WEST HWY	HAMSTEAD RD	0.5	4	4	1	1	0	0	1	1	1	1	0	0			1	1
DALYELLUP RD	1	W		BEACH RD	1.1	3	3	1	1	1	1	0	0	1	1	0	0			1	1
DAVIS RD	1	W	CAPEL DONNEYBROO		0.8	8	9	2	2	0	1	1	1	1	1	2	2			2	2
DUCANE RD	1	E	DULES RD		2.7	7	1	2	0	1	0	1	0	1	0	1	0				
DUCANE RD	2	E			1.0	9	9	2	2	2	2	2	2	2	2	1	1			1	1
DUCANE RD	3	E			1.6	10	9	2	2	2	2	2	2	2	2	2	1			2	2
ELGIN RD	1	S	RAILWAY RD	BOYANUP WEST RD	4.2	7	7	1	1	0	0	1	1	1	1	2	2			1	1
ELGIN RD	2	S		RAILWAY RD	1.3	3	3	1	1	0	0	0	0	0	0	0	0				
ELGIN RD	3	S			0.7	10	10	2	2	1	1	2	2	2	2	2	2				
ELGIN RD	4	S	GAVINS RD		1.6	8	8	2	2	0	0	1	1	2	2	1	1	Y	Y	2	2
ELGIN RD	5	S	NORTH GOODWOOD R	GAVINS RD	5.7	9	9	2	2	0	0	1	1	2	2	2	2	Y	Y	2	2
FISHERMAN RD	1	W	MINNINUP RD		1.5	4	5	2	2	1	1	0	0	1	1	0	1			2	2
FORREST BEACH RD	1	W	LUDLOW NORTH RD		0.5	3	3	1	1	0	0	0	0	1	1	0	0			1	1
FORREST BEACH RD	2	W		BEACH RD	1.8	3	3	0	0	0	0	0	0	0	0	1	1			0	0
FOWLER RD	1	N	BROOKDALE RD	BOYANUP WEST RD	3.3	8	9	2	2	1	1	1	1	2	2	1	2			0	0
FOWLER RD	2	N	KILPATRICK		1.0	9	9	2	2	1	1	1	1	2	2	1	1			1	1
GAVINS RD	1	E	SOUTH WEST HWY	RAILWAY RD	0.8	2	3	1	1	0	0	0	0	0	1	0	0				
GAVINS RD	2	E	RAILWAY RD	WASHER RD	2.8	5	8	2	2	0	0	1	1	1	2	0	2			1	1
GAVINS RD	3	E	WASHER RD		1.3	3	3	1	1	0	0	0	0	0	0	0	0				
GAVINS RD	4	E			3.8	3	10	1	2	0	1	0	1	1	2	0	2			0	1
GAVINS RD	5	E			2.2	4	4	1	1	0	0	1	1	0	0	0	0				
GAVINS RD	6	E			0.8	11	6	2	2	2	0	2	0	2	1	2	2			2	2
GAVINS RD	7	E	BOUNDARY RD		0.5	10	10	2	2	2	2	2	2	1	1	2	2			1	1
GAVINS RD	8	E			0.7	9	9	2	2	2	2	1	1	2	2	1	1			1	1
GAVINS RD	9	E		SHIRE BOUNDARY	2.3	9	9	2	2	2	2	2	2	2	2	1	1			1	1
GELORUP RD	1	E	SOUTH WEST HWY	YALINDA RD	1.2	2	2	1	1	1	1	0	0	0	0	0	0			1	1
GREY RD	1	E	SOUTH WEST HWY		1.9	6	6	2	2	2	2	0	0	1	1	0	0				
GREY RD	2	E			1.5	11	11	2	2	2	2	2	2	2	2	2	2			2	2
GYNUDIP RD	1	S	GAVIN RD	NORMAN RD	1.3	10	10	2	2	1	1	1	1	2	2	2	1				
HAYCLIFF AVE	1	E	SOUTH WEST HWY	RYELANDS RD	1.5	7	4	2	1	1	1	1	1	1	1	0	0				
HIGGINS RD	1	N		STIRLING RD	1.5	6	8	2	2	0	0	1	1	1	1	2	2				
HIGGINS RD	1	S	STIRLING RD		1.5	3	5	0	2	0	0	0	0	1	2	1	1			0	1
HIGGINS RD	2	N			0.4	8	8	2	2	0	0	1	1	1	1	2	2			2	2
HUTTON RD	1	N	PLANTATION RD		2.0	11	11	2	2	2	2	2	2	2	2	2	2			2	2
HUTTON RD	2	N			0.5	8	9	2	2	1	2	1	1	1	1	2	2				
HUTTON RD	3	N			0.5	6	6	2	2	0	0	1	1	1	1	1	1				
JAMESON RD	1	SE		BARLEE RD	1.5	2	3	1	1	0	0	0	0	0	0	0	1			2	2
JAMESON RD	2	SE			1.6	6	6	1	1	1	1	1	1	1	1	0	0				
JAYMON RD	1	W	BUNBURY AUGUSTA	MINNINUP RD	1.2	2	2	1	1	0	0	0	0	1	1	0	0			2	2

Road Name	Section Number	Direction of travel	Start Point	End Point	Section Length	CCV		Nat Veg		Weed		Ext Veg		NO. Sp.		Val Corr		Tree Rd		Land-scape	
						L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
JILLEY RD	1	N	BOYANUP WEST RD		1.6	6	5	1	1	0	0	0	0	1	1	2	2				
JILLEY RD	2	N			1.6	7	7	1	1	1	1	1	1	1	1	2	2			1	1
JILLEY RD	3	N			0.5	8	9	2	2	2	2	2	2	2	2	0	0				
JILLEY RD	4	N		START BITUMEN TR	0.9	6	6	2	2	0	0	1	1	1	1	1	1			1	1
JILLEY RD	5	N	START BITUMEN TR		1.1	5	4	2	1	0	0	1	1	1	1	0	0			1	1
JOHN HOGG RD	1	N	YARDY RD		0.7	10	10	2	2	1	1	1	1	2	2	2	2				
JOSHUA BROOK RD	1	E			1.6	10	11	2	2	2	2	2	2	2	2	2	2			2	2
JULES RD	1	N	LYLYDALE RD	DUCANE RD	0.9	6	7	2	2	0	0	0	0	1	1	2	2				
JULES RD	2	N	LORETTA RD	LYLYDALE RD	1.3	7	6	2	2	1	1	1	1	2	2	0	0				
KEN BELL RD	1	S	DUCANE RD		1.4	8	8	2	2	1	1	1	1	2	2	1	1			2	2
KEN BELL RD	2	S		HALP RD	0.7	4	7	0	2	2	2	0	1	1	2	0	0				
KILPATRICK RD	1	W	SOUTH WEST HWY		0.7	8	8	2	2	1	1	1	1	2	2	1	1			1	1
KILPATRICK RD	2	W		FOWLEN RD	2.2	10	9	2	2	1	1	1	1	2	2	2	2			0	0
KILPATRICK RD	3	W	FOWLEN RD		1.4	8	9	2	2	1	1	1	1	2	2	1	1			2	2
KING RD	1	NE	CAPEL NW	MANGLES RD	3.2	6	6	1	1	0	0	1	1	1	1	2	2	Y	Y	2	2
L SCOTTS RD	1	S	GAVIN RD	GATE	2.3	9	9	2	2	1	1	1	1	2	2	1	1				
LAKES RD	1	W	SOUTH WEST HWY	MINNUP RD	1.4	3	2	1	0	1	1	0	0	0	0	0	0			0	0
LOWRIE RD	1	W	SOUTH WEST HWY	CLARK RD	1.3	9	9	2	2	0	0	2	2	2	2	2	2			2	2
LOWRIE RD	2	W	CLARK RD		1.2	9	9	2	2	1	1	1	1	2	2	2	2				
LOWRIE RD	3	W		BAYWANDA RD	2.2	7	7	2	2	0	0	1	1	1	1	1	1			1	1
LOWRIE RD	4	W	BAYWANDA RD	CAIN RD	3.3	11	11	2	2	1	1	2	2	2	2	2	2	Y	Y	2	2
LUDLOW NORTH RD	1	N			1.0	8	9	2	2	1	1	1	1	2	2	2	2	Y	Y	2	2
LUDLOW NORTH RD	2	N			1.1	3	2	1	0	0	0	0	0	0	0	1	1				
LUDLOW NORTH RD	3	N			0.9	5	4	1	1	0	0	0	0	1	1	2	2			2	2
LUDLOW NORTH RD	4	N	FORREST BEACH RD		0.5	2	2	0	0	0	0	0	0	0	0	0	0			0	0
LUDLOW NORTH RD	5	N		FORREST BEACH RD	2.2	9	8	2	2	1	1	1	1	1	1	2	2	Y	Y	2	2
LUDLOW NORTH RD	6	N			0.3	7	8	2	2	1	1	1	1	1	1	2	2			2	2
LUDLOW NORTH RD	7	N	STIRLING RD		0.8	5	4	1	1	0	0	0	0	0	0	2	2			0	0
LUDLOW NORTH RD	8	N		STIRLING RD	3.7	5	3	2	2	0	0	0	0	0	0	2	1	Y	Y		
LUDLOW NORTH RD	9	N	CAPEL NW		1.0	5	5	1	1	0	0	0	0	1	1	2	2	Y	Y	1	1
LYLYDALE RD	1	W	HWAY	QUEELUP	1.2	2	2	0	0	0	0	0	0	0	0	0	0			0	0
LYLYDALE RD	1	E		JULES RD	1.0	3	3	1	1	0	0	0	0	1	1	0	0				
LYLYDALE RD	2	W	QUEELUP RD		1.2	5	7	1	2	0	1	1	1	1	1	1	1				
LYLYDALE RD	2	E			0.6	6	5	2	2	0	0	0	0	2	2	0	0				
LYLYDALE RD	3	W			1.1	2	3	1	1	0	0	0	0	0	0	0	1				
LYLYDALE RD	4	W			0.3	1	2	0	0	0	0	0	0	0	0	0	0				
MANGLES RD	1	N	SOUTH WEST HWY		2.6	5	5	1	1	1	1	0	0	1	1	1	1	Y	Y	2	2
MANGLES RD	2	N			1.8	5	4	1	1	0	0	1	1	1	1	1	0	Y	Y	2	2
MANGLES WEST RD	1	W	CAPEL W RD		0.3	7	7	2	2	1	1	1	1	1	1	2	2	Y	Y	2	2
MARCHETTI RD	1	S	ZANADU RD		1.2	8	7	2	2	1	1	1	1	2	2	1	1				
MEWETT DVE	1	E	RAMSEY RD		0.3	5	5	2	2	1	1	1	1	1	1	0	0			2	2
MINNUP RD	1	N		FISHERMANS RD	1.7	3	5	2	2	0	0	0	0	1	1	0	2			1	1
MINNUP RD	2	N	HAILWOOD RD		1.5	1	1	0	0	0	0	0	0	0	0	0	0			2	2
MINNUP RD	3	N	KILARBY WINE BRI		2.6	2	2	1	1	0	0	0	0	0	0	0	0			1	1
MURNANI RD	1	E	RAMSAY RD		0.9	5	5	2	2	1	1	1	1	1	1	0	0			1	1
NA SCOTTS RD	1	W	NORTH GOODWOOD R		1.1	10	10	2	2	1	1	1	1	2	2	2	2			1	1
NORMAN RD	1	E		BOUNDARY RD	2.4	6	6	2	2	0	0	0	0	1	1	1	1				
NORTH GOODWOOD R	1	SE	AUSTIN RD		0.8	7	7	2	2	0	0	1	1	1	1	2	2				
NORTH GOODWOOD R	2	SE		JAMESON RD	2.5	9	5	2	1	2	1	1	0	1	0	2	1	Y	Y		
NORTH GOODWOOD R	3	SE	JAMESON RD		1.2	3	3	1	1	0	0	0	0	0	0	1	1				
NORTH GOODWOOD R	4	SE			2.0	9	5	2	2	2	1	1	0	1	0	2	1	Y	Y		
NORTH GOODWOOD R	5	SE			1.5	5	3	2	1	1	1	0	0	0	0	1	0	Y	Y		

Road Name	Section Number	Direction of travel	Start Point	End Point	Section Length	CCV		Nat Veg		Weed		Ext Veg		NO. Sp.		Val Corr		Tree Rd		Land-scape	
						L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R
NORTH GOODWOOD R	6	SE			1.2	7	6	2	2	1	0	1	1	1	1	0	0				
NORTH GOODWOOD R	7	SE			1.7	10	11	2	2	2	2	2	2	2	2	2	2				
NORTH GOODWOOD R	8	SE			0.2	10	10	2	2	2	2	2	2	2	2	2	2			2	2
PENNS ST	1	W			1.1	5	7	1	1	0	0	1	1	1	2	0	1				
PENNS ST	2	W	FOWLER RD		1.7	9	9	2	2	0	0	1	1	2	2	2	2	Y	Y	2	2
PENNS ST	3	W		FOWLER RD	0.8	11	11	2	2	2	2	2	2	2	2	2	2	Y	Y	2	2
PENNS ST	4	W			1.2	12	12	2	2	2	2	2	2	2	2	2	2			2	2
PENNS ST	5	W	TIMPERLERLEY RD		0.8	9	9	2	2	1	1	1	1	2	2	2	2	Y	Y	2	2
PEPPERMINT GROVE	1	W	LUDLOW NTH		2.0	3	3	0	0	0	0	0	0	0	0	2	2			0	0
PICTON-BOYANUP R	1	S	SHIRE BOUNDARY	GARDINER RD BOYA	3.9	3	3	1	1	0	0	0	0	0	0	1	1			0	0
PLANTATION RD	1	S	CAPEL-DONNEYBROO		2.1	4	5	1	1	0	0	0	0	0	0	2	2				
PLANTATION RD	2	S	WRENS RD		1.8	9	9	2	2	2	2	2	2	2	2	1	1			2	2
PLANTATION RD	3	S	TUTUNUP RD		1.1	11	10	2	2	2	2	2	2	2	2	2	2				
PLANTATION RD	4	S			2.0	10	9	2	2	2	2	1	1	2	2	2	1	Y	Y	2	2
QUAMBI DRV	1	W	MINNUP RD	LAKES	1.0	2	1	0	0	0	0	0	0	0	0	0	0			0	0
QUELLUP RD	1	S	DUIANE RD	SHIRE BOUNDARY	3.3	11	11	2	2	2	2	2	2	2	2	2	2			2	2
RAILWAY RD	1	NE	GAVINS RD	CAPELELGIN RD	6.0	10	3	2	1	1	0	2	0	2	1	2	0			2	0
RAILWAY RD	2	NE	ELGIN CROSS ROAD	BOYANUP RD	9.2	8	3	2	1	1	0	1	0	2	1	1	0			2	0
RAMSEY RD	1	N	FISHERMANS RD		2.8	2	2	1	1	1	1	0	0	0	0	0	0			1	1
REILLY RD	1	S	RAILWAY RD		1.6	7	7	2	2	0	0	1	1	1	1	1	1			2	2
RICH RD	1	E	MINNUP RD	END OF ROAD	0.8	6	3	2	1	0	0	0	0	1	1	2	1			2	2
ROBERTS RD	1	W	CAPEL NORTH WEST		1.3	3	3	1	1	0	0	0	0	0	0	0	0			0	0
ROSEMORE RD	1	E	MINNUP RD		0.4	2	2	1	1	1	1	0	0	0	0	0	0			0	0
SCOTT RD	1	E	CAPEL DONNEYBROO		1.1	10	10	2	2	2	2	2	2	2	2	2	2				
SCOTT RD	2	E		PRIVATE PROPERTY	0.8	10	11	2	2	1	1	2	2	2	2	2	2				
SKIPPINGS RD	1	N			1.6	10	9	2	2	1	1	1	1	2	2	2	2	Y	Y	2	2
STIRLING RD	1	W			2.1	5	5	1	1	0	0	0	0	1	1	1	1			2	2
STIRLING RD	2	W			2.0	2	6	1	2	0	0	0	1	0	1	0	2			0	2
STIRLING RD	3	W			0.4	7	7	2	2	1	1	1	1	1	1	2	2	Y	Y	2	2
STIRLING RD	4	W	LUDLOW NTH		0.7	3	3	1	1	0	0	0	0	0	0	1	1	Y	Y		
STRATHAM CRES	1	N	FISHERMANS		0.7	1	1	0	0	0	0	0	0	0	0	0	0			0	0
SUMMERLEA RD	1	NE			0.8	10	10	2	2	1	1	1	1	2	2	2	2			2	2
SUMMERLEA RD	2	NE			0.5	4	4	0	0	0	0	0	0	0	0	2	2				
SUMMERLEA RD	3	NE	GAVIN RD		2.1	10	10	2	2	1	1	1	1	2	2	2	2			1	1
TUTUNUP RD	1	S			1.6	7	6	2	1	0	0	1	1	1	1	2	2				
TUTUNUP RD	2	S		PLANTATION RD	1.7	4	3	1	2	0	0	0	0	0	0	1	1				
TUTUNUP RD	3	S	PLANTATION RD		0.7	9	8	2	2	2	2	2	1	1	1	2	1				
WASHER RD	1	N		GAVINS RD	2.0	7	7	0	0	0	0	1	1	1	1	2	2				
WASHER RD	2	N	RAILWAY RD		0.7	7	8	2	2	1	1	1	2	2	2	0	0	Y	Y	2	2
WELLS RD	1	S	GAVINS RD	FARM GATE	0.8	3	3	1	1	0	0	0	0	0	0	0	0			0	0
WOODS COAST RD	1	W	CAPEL NORTH WEST	END OF ROAD	1.1	2	2	0	0	0	0	0	0	0	0	0	0			0	0
WOODS RD	1	E	SOUTH WEST HWY		1.1	4	5	2	2	1	1	1	1	0	1	0	0			2	2
WOODS RD	2	E			1.0	6	8	2	2	1	1	1	1	1	1	0	2			2	2
WRENS RD	1	W	TUTUNUP RD		1.3	8	8	2	2	1	1	1	1	1	1	2	2			0	0
WRENS RD	2	W			0.6	7	7	2	2	0	0	1	1	1	1	1	1				
YARDY RD	1	E	SOUTH WEST HWY		1.4	10	10	2	2	1	1	1	1	2	2	2	1				
YARDY RD	2	E			0.5	1	2	0	1	0	0	0	0	0	0	0	0				
YARDY RD	3	E			1.3	10	10	0	0	1	1	2	2	2	2	2	2			2	2
YARDY RD	4	E			1.2	3	3	1	1	0	0	0	0	0	0	0	0				
YARDY RD	5	E			0.8	10	9	2	2	1	1	2	2	2	2	1	1				
					337.8																