

# LIBRARY

Department of Biodiversity,  
Conservation and Attractions

This PDF has been created for digital preservation. It may be used for research but is not suitable for other purposes. It may be superseded by a more current version or just be out-of-date and have no relevance to current situations.

# SURVEY OF ROADSIDE CONSERVATION VALUE



Roadside  
Conservation Committee



---

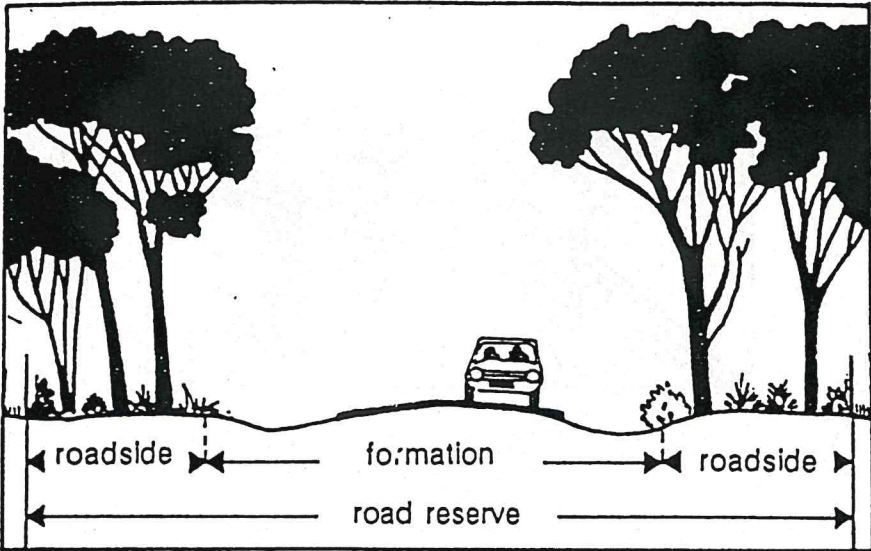
c/- P.O. Box 104 COMO W.A. 6152

## INTRODUCTION

### THE ROAD RESERVE

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

The road formation and its associated drainage works are accommodated within the road reserve. The remaining space is called the roadside.



Care, control and management of the road reserve is carried out by the organisation in whom the road reserve is vested - usually the Main Roads Department or a Local Government Authority.

In order to plan their roadworks so that important areas of roadside vegetation are not disturbed, road managers should know of these areas. Consequently the Roadside Conservation Committee is co-ordinating a Register of roads important for conservation.

The Register will also be important for service authorities such as SEC, Telecom and the Water Authority of WA, which often use the road corridor for the location of their services.

## UNDERTAKING THE SURVEY

### BEFORE YOU START

- \* use a map which gives the NAMES of roads (e.g. Castrol Country Road Directory)
- \* decide on the region you wish to survey
- \* check with the RCC (09) 367 0423 which roads have already been surveyed in that region.

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 _____	

### 1. SELECTING A ROAD

- \* select a public road that has not already been surveyed.
- \* proceed to an identifiable starting point for that road e.g. T junction with another road.
- \* note road name, starting point and odometer reading.
- \* drive slowly along the road, completing the survey sheet for both sides of the road.

## CHANGING SECTIONS

Use one survey sheet for each section of road.

For your first few sheets, when to start a new section will be the most difficult thing to decide!

As a general rule, a new section occurs when there is a change in quality of the roadside vegetation over a distance of 500m or more.

Some roadsides may be uniform along their length, and so need only one survey sheet.

On others, some feature of the road may change significantly, for example :

- change in road reserve width, say from 20 to 60m ;
- road passes from State Forest into farmland
- roadside changes from mostly native vegetation to mostly weeds (over a length greater than 500m).

For changes such as these, start a new sheet.

Don't change to a new sheet if there's only a change in native vegetation type. For example, many wheatbelt roads repeatedly traverse the whole range of topographically-controlled vegetation types, from kwongan (scrub) on the sandy and lateritic uplands, through woodlands on the fertile red soils to salt scrub in the valleys. Change sections if there is change in the quality of the vegetation but not if it is merely a change in vegetation type.

note odometer reading at change over point. This will give the length of section 1 of the road.

section 2 will continue until another marked change observed when section 3 will begin, etc.

number each section on the survey sheet.

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

clip together all the sheets pertaining to one particular road.

change to a new sheet when you change roads.

### 3. WIDTH OF ROAD RESERVE

- \* 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 ROAD RESERVE

Side of the road	Left	Right
Width of Vegetated roadside		
1-5m	<input type="checkbox"/>	<input type="checkbox"/>
5-20m	<input type="checkbox"/>	<input type="checkbox"/>
over 20m	<input type="checkbox"/>	<input type="checkbox"/>

### 4. 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.



## NATIVE VEGETATION ON ROADSIDE

Undisturbed native vegetation in WA forms either forest, woodland, mallee, kwongan (scrub or sandplain) or grassland.

Most formations have more than one layer. For example, woodland has not only trees, but also a scrub layer and a ground layer which contains such plants as reeds, everlasting and orchids.

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 the trees with introduced grasses forming the ground layer.

### NATIVE VEGETATION ON ROADSIDE

tree layer	<input type="checkbox"/>	<input type="checkbox"/>
shrub layer	<input type="checkbox"/>	<input type="checkbox"/>
ground layer	<input type="checkbox"/>	<input type="checkbox"/>

### RARE FLORA

Rare flora known to be present

Name \_\_\_\_\_  
\_\_\_\_\_

### RARE FLORA

If you know of rare flora growing on the roadside, please note it. Otherwise, leave blank.

### EXTENT OF NATIVE VEGETATION ALONG ROADSIDE

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

### EXTENT OF NATIVE VEGETATION ALONG LENGTH OF ROADSIDE

Less than 20%	<input type="checkbox"/>	<input type="checkbox"/>
20-80%	<input type="checkbox"/>	<input type="checkbox"/>
over 80%	<input type="checkbox"/>	<input type="checkbox"/>

3. NUMBER OF DIFFERENT NATIVE SPECIES

This is a measure of the diversity of the vegetation and so of its conservation value.

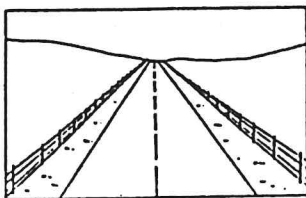
Make an average estimate over a 100m length of roadside. It does not have to be done in detail.

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

No. OF DIFFERENT NATIVE SPECIES

0-5	<input type="checkbox"/>	<input type="checkbox"/>
6-19	<input type="checkbox"/>	<input type="checkbox"/>
Over 20	<input type="checkbox"/>	<input type="checkbox"/>
Dominant species (if Known)		

---



WEEDS

Estimate an average of 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.

If you can name the main weeds, please do.

WEEDS

Few weeds (under 20% total plants)	<input type="checkbox"/>	<input type="checkbox"/>
Half weeds (20-80% total)	<input type="checkbox"/>	<input type="checkbox"/>
Mostly weeds (over 80% total)	<input type="checkbox"/>	<input type="checkbox"/>
Ground layer totally weeds	<input type="checkbox"/>	<input type="checkbox"/>
Dominant weeds (if known)		

---



10. VALUE AS A BIOLOGICAL CORRIDOR

- \* In cleared areas, the road reserve can be very important as a corridor for movement of animals - especially birds - enabling them to seek out feeding and nesting areas.
- \* It is important to know if remnants of bush are linked by such corridors.

VALUE AS A BIOLOGICAL CORRIDOR

Connects uncleared areas	<input type="checkbox"/>	<input type="checkbox"/>
Flowering shrubs for nectar-feeding animals	<input type="checkbox"/>	<input type="checkbox"/>
Large trees with hollows for birds nests	<input type="checkbox"/>	<input type="checkbox"/>
Hollow logs	<input type="checkbox"/>	<input type="checkbox"/>

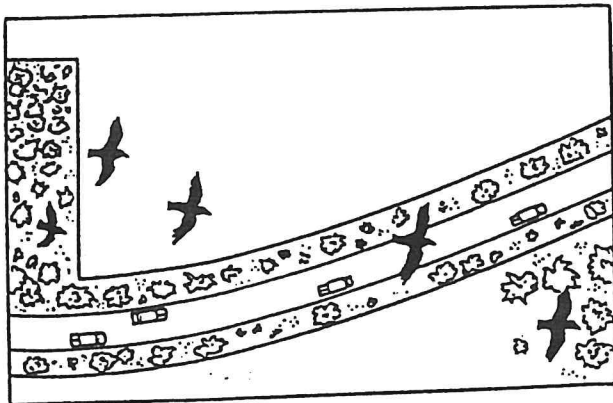
FAUNA OBSERVED

---

---

11. FAUNA OBSERVED

Brief notes only, please.



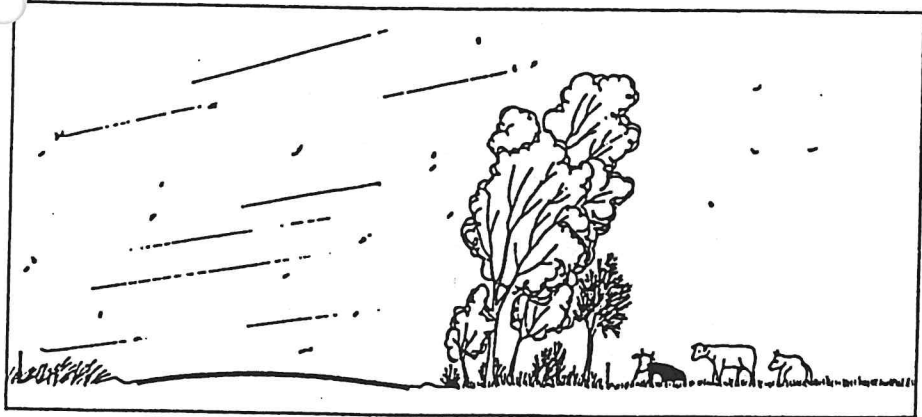
## 12. PREDOMINANT ADJOINING LAND USE

- \* Ignore small land use changes (i.e. less than 500m long).
- \* The road reserve is most valuable as a conservation area where it is a corridor of remnant vegetation in an otherwise cleared landscape.
- \* Where a road runs through or alongside a National Park or Nature Reserve, that area represents the main conservation region, and the road reserve merely complements it.
- \* Through the pastoral regions, unless the road reserve is fenced to exclude grazing stock, its conservation value can be considered merely an extension of the surrounding land.
- \* If a rail or drain reserve parallels the road, record also the land use on the far side of it.

### PREDOMINANT ADJOINING LAND USE

Agricultural crop or pasture:-

- |                                  |                          |                          |
|----------------------------------|--------------------------|--------------------------|
| • completely cleared             | <input type="checkbox"/> | <input type="checkbox"/> |
| • scattered trees/shrubs         | <input type="checkbox"/> | <input type="checkbox"/> |
| Uncleared land                   | <input type="checkbox"/> | <input type="checkbox"/> |
| Plantation of non-native trees   | <input type="checkbox"/> | <input type="checkbox"/> |
| Urban or Industrial              | <input type="checkbox"/> | <input type="checkbox"/> |
| Railway Reserve parallel to road | <input type="checkbox"/> | <input type="checkbox"/> |
| Drain Reserve parallel to road   | <input type="checkbox"/> | <input type="checkbox"/> |
| Other                            |                          |                          |



### 13. UTILITIES/DISTURBANCES

- \* The road reserve is often used as a site to locate public service utilities. Electricity and telegraph lines and water pipelines are often built on the road side. 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 reasons, such as a gravel or sand quarry, metal dumps, or hardstanding for machinery park.
- \* Some landowners have ploughed the roadside outside the fence to act as a firebreak. This not only destroys native vegetation but provides a good disturbed habitat for weed growth.

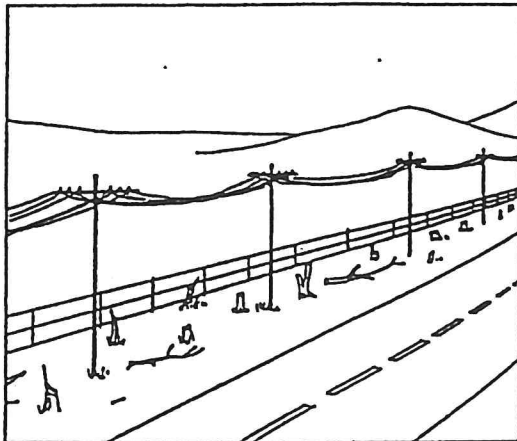
Ignore disturbances if they are not obvious.

#### UTILITIES/DISTURBANCES

Disturbances continuous	<input type="checkbox"/>	<input type="checkbox"/>
Disturbances Isolated	<input type="checkbox"/>	<input type="checkbox"/>
Disturbances absent	<input type="checkbox"/>	<input type="checkbox"/>

Type

---



#### 14. CONSERVATION VALUE

What is your opinion of the conservation value of the road and why? (for example, if there are a number of different vegetation types along the road).

##### CONSERVATION VALUE

High	<input type="checkbox"/>	<input type="checkbox"/>
Medium	<input type="checkbox"/>	<input type="checkbox"/>
Low	<input type="checkbox"/>	<input type="checkbox"/>
Reasons		

---

#### 15. LANDSCAPE VALUE

What is your opinion of its landscape value?

An avenue of trees contributes greatly to the scenic effect of the road, especially if they arch over the road to form a tunnel.

##### LANDSCAPE VALUE

High	<input type="checkbox"/>	<input type="checkbox"/>
Medium	<input type="checkbox"/>	<input type="checkbox"/>
Low	<input type="checkbox"/>	<input type="checkbox"/>
Avenue of trees	<input type="checkbox"/>	<input type="checkbox"/>
Reasons		

---



16. GENERAL COMMENTS

\* You may like to write in here further detail, for example, presence of wildlife.

GENERAL COMMENTS

---

---

---

---



THANKS!

# SURVEY TO DETERMINE THE CONSERVATION VALUE OF A ROAD

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 \_\_\_\_\_

**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 \_\_\_\_\_

**WIDTH OF ROAD RESERVE**

Side of the road	Left	Right
Width of Vegetated roadside		
1-5m	<input type="checkbox"/>	<input type="checkbox"/>
5-20m	<input type="checkbox"/>	<input type="checkbox"/>
over 20m	<input type="checkbox"/>	<input type="checkbox"/>

**NATIVE VEGETATION ON ROADSIDE**

tree layer	<input type="checkbox"/>	<input type="checkbox"/>
shrub layer	<input type="checkbox"/>	<input type="checkbox"/>
ground layer	<input type="checkbox"/>	<input type="checkbox"/>

**RARE FLORA**

Rare flora known to be present    
 Name \_\_\_\_\_

**EXTENT OF NATIVE VEGETATION ALONG LENGTH OF ROADSIDE**

Less than 20%	<input type="checkbox"/>	<input type="checkbox"/>
20-80%	<input type="checkbox"/>	<input type="checkbox"/>
over 80%	<input type="checkbox"/>	<input type="checkbox"/>

**GENERAL COMMENTS**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

