



WILDFLOWER SOCIETY OF WESTERN AUSTRALIA (Inc)

Roadside Vegetation Conservation Position Statement

This position statement covers road reserves and rail reserves. Reference to road reserve management and roadside vegetation also applies to rail reserve management and rail reserve vegetation. The Wildflower Society of Western Australia (the Wildflower Society) believes that these reserves in Western Australia are a multi-functional reservation. The vegetation within them provides a representative transect of the original vegetation in what has become a fragmented landscape in those parts of Western Australia that have been developed since European settlement. The Wildflower Society believes roadside vegetation should be conserved for their scientific and natural heritage values for the benefit of this and future generations of the community.

The Wildflower Society believes that the use and management of roadside vegetation is the responsibility of State and local government institutions and must be undertaken with a balanced consideration of all functions of the road reserve, not just those associated with passage of vehicles within the road reserve. Roadside vegetation management should provide for all the benefits that can be derived by the whole community.

The Wildflower Society maintains that roadside vegetation provides an economic, as well as conservation and cultural, benefit to the Western Australian economy and road reserve managers have a responsibility to maintain roadsides to maximise all those benefits.

Statements of Position

The following statements provide for the conservation of roadside/railside native vegetation:

- Road and rail reserves are corridors for the movement of people, goods, services, flora and fauna.
- Roadside vegetation is an asset to the State of Western Australia - the Wildflower State - and should be managed and maintained for present and future generations to study and appreciate.
- Roadside vegetation forms a corridor that is part of a network linking blocks of native vegetation on public and private land.
- Roadsides with high quality native vegetation should be identified and classed as flora roads.
- All roadworks should be carried out to avoid clearing of vegetation.
- Comprehensive flora and fauna surveys should be undertaken in road reserves during roadworks planning.
- Legally required assessments of proposed roadworks should be applied to total project requirements, not stage-by-stage requirements, to avoid incremental loss of vegetation.
- At least 30 metres of good quality native vegetation should be maintained in all roadsides.
- Where a 30 metre wide strip of good quality native vegetation does not exist in a roadside, it should be acquired through land acquisition and revegetation if necessary.
- Where vegetation in a roadside is removed, the roadside should be widened by a width of 5 times that of the vegetation removed, and revegetated with the objective of achieving a net gain in vegetation cover in the local area.
- All public road managers should have a roadside vegetation management policy and strategy that recognises the value of, and conserves, roadside native vegetation.
- All operators and supervisory staff (public and private) should complete a formal accreditation in roadside vegetation conservation before working in road construction and maintenance.

- All road construction and maintenance works should include an identifiable budget for roadside vegetation conservation. All public road managers should undertake stakeholder engagement in the planning of roadworks.
- Any clearing of native vegetation in road reserves without, or prior to approval of, any required Clearing Permit should be prosecuted and the cleared area revegetated.

Endorsed by the Society's Management Committee at its meeting on 22 May 2024.