ROADSIDE HAZARDS ON THE KINGS HIGHWAY NEAR BRAIDWOOD

Community workshop – long term tree management

July 2012
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Introductions

Roads & Maritime Services
Palerang Council
Corkery Consulting
Community members
Community Groups
Adjacent landholders
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With five fatalities since 2004 there is a serious road safety concern.
Process so far

- Discussion paper
- Online forum
- Workshop – the problem
- Issues report → importance of tree avenues
- Preliminary investigations report
- Workshop – potential responses
- Profile line marking
- Safety barriers → there are constraints and limitations

- **We are here** → Tree management plan
• Document the Tree Management Plan
• Council, OEH & community review
• Develop specific treatments
• Prepare an Options Report
• Community review of the Options Report
• Plan and implement final treatments
Objectives of the workshop

- Long term vision
- Tree Management Plan
- Guide for road safety response
- Direction for ongoing management
Tree Management Plan

Will include:

- guidelines for the planting of replacement trees
- species to be used
- appropriate locations
- activities for safe planting, establishment and management
Can include:

• Planting details including: soil conditioning; passive irrigation; edge surrounds for root & trunk protection during establishment

• Appropriate surface treatment and other materials that should reduce need for maintenance

• Guideline for planting program
Discussion topics for this workshop

We need to understand the long-term vision and:

1. Where should the avenues start and finish?

2. What is important about the species that make up the avenue?

3. How should the existing avenue transition into a future alignment?

4. How should a new avenue of trees be maintained?
Heritage Considerations

Ian Berger
RMS has a corporate responsibility to manage the heritage it owns or affects in a culturally sensitive, appropriate, practical and cost effective manner.

RMS policy is:

To ensure that RMS identifies and takes appropriate action in relation to all heritage items which it affects; that RMS identifies and manages all heritage items which it owns or for which it has care or control; and that the heritage significance of RMS’ assets is established and maintained; in accordance with the requirements of relevant NSW and Federal legislation.
Braidwood is listed on the State Heritage Register; this includes the tree-lined approaches.

RMS engaged with Heritage Branch, OEH at the start of this Braidwood Hazards project to better understand their requirements.

Advice received was that a generic technical note for heritage trees; where this was not sufficient a Heritage Management Plan should be developed by all stakeholder groups including community and council and submitted to Heritage Branch for review.
Braidwood is a coherent and well preserved 19th century township set within a rolling pastoral landscape. The town, which dates from 1839, is historically linked to the first European settlement of the area in the 1820s.

The Georgian town-plan remains large intact, as do a significant number of early buildings. The fine collection of pre 1850s buildings north of Wilson Street attest to the town's focus towards the north during its first decade. The mid to late Victorian buildings south of Wilson Street reflect the impact of the gold discoveries from 1851.

The views to and from the surrounding pastoral landscape and road approaches to the north, east and south of the township are integral to the conservation and appreciation of its significance.
Significance of Avenues against SHR values

SHR Criteria a)  
[Historical Significance]  
The views to and from the surrounding pastoral landscape and road approaches to the north, east and south of the township are integral to the conservation and appreciation of its significance.

SHR Criteria c)  
[Aesthetic Significance]  
Aesthetic views of the town include: the approach from Canberra, where the town is framed by a row of Poplars.
State Heritage Register listing of Braidwood

Braidwood and Its Setting
SHR No: 01749   Plan No: 2008

PALERANG
BRAIDWOOD

Bedervale
SHR No: 00017   Plan No: 00017
Technical Note: Managing risk with heritage trees

Many heritage trees present a range of risks for owners and managers when growing either in private property or in public parks, streets overhanging public space, e.g. to nearby footpaths or nature strips. Such risks might include the dropping of large or dead limbs, the dropping of large cones, slips and trip hazards due to surface roots interfering with paving below.

Any assessment should also be informed by conservation policies, such as, if a tree has to be removed, should it be replaced and with what species (the same / similar?); in the same location or nearby?; further away from an existing footpath / area of risk (childrens' play area; street; significant built structure)?
Best Practice

The Australian Urban Tree Charter

Tree Management Plan

Waverley Council
Tree Management Plan
Policy
Adopted October 2007

City of Ballarat
2007
New for RMS, principles to apply:

- Early involvement with community and stakeholders
- Liaison with other tree managers and advisory bodies
- Exploring opportunities to reinstate or replace culturally acknowledged trees
- Reference to RMS Landscape Guideline
Landscape & Tree Management

Leigh Trevitt
• Managing current roadside hazards requires understanding the long-term vision

• Key concern is which safety options are available that:
  – retains the existing trees and avenues; and
  – preserves the landscape character now and in future

• What happens to the avenue at the end of the natural life of the existing trees?

• Roadside hazard management can have a poor visual result if the context is not carefully considered
Applying guidelines

- Consistent design and management for road safety
- Use RMS technical documents
- Solutions must include the requirements of road users, the communities in which they exist and the constraints of the location, so there are no ‘single’ solutions
- Understanding the specifics of the avenues along the Kings Highway enables RMS to produce a better long-term result for the avenue
Scope of landscape in RMS

Hume Highway, near Goulburn

Pacific Highway, near Coolongolook

Eastern Distributor, Surry Hills
Landscape Guideline:

- Part of RMS ‘Beyond the Pavement’ Urban Design policy
- Policy requires consideration of Liveability and Sustainability
- Landscape guidelines are for the planning, selection, installation, establishment and management of trees in roadside landscape
- Must consider design & operational safety
Guidance is provided for:

1. Species selection
2. Planting details
3. Landscape materials
4. Plant establishment
5. Maintenance and monitoring
6. Landscape or Tree Management Plans
Clear zone for avenue plantings
Wee Jasper/Yass Rd, Tumut
PARTIALLY REMOVED POPLAR AVENUE, MAY 2011
OLD HUME HWY, JUGIONG
Existing Landscape

Noel Corkery
We need to understand the long-term vision and:

1. Where should the avenues start and finish?  
   Impacts: spatial planning, roadside hazard options

2. What is important about the species that make up the avenue?  
   Seasonal effects, growth rates, size, longevity, robustness, heritage appreciation

3. How should the existing avenue transition into a future alignment?  
   Maintenance costs and planning, extent of safety works

4. How should a new avenue of trees be maintained?  
   Options to establish avenue on private property,  
   Formalise care groups for safe work,  
   Explicit agreements for responsibilities and tree care
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THANK YOU