

PART A

Chapter 2 Road Landscape Policy

June 2013

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Chapter 2 Amendments – June 2013

Revision Register

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Part A - Chapter 2

Road Landscape Policy

2.1 Introduction

This policy is the basis for this Manual, setting out the strategic framework from which all the road landscape design principles, objectives and desired outcomes are derived. This policy applies to all internal and external agencies undertaking activities contributing to or affecting the road landscape asset within the state controlled transport corridors.

It is envisioned that through the application of this policy incremental improvements will be achieved in the road landscape environment. These improvements will contribute to the everyday use and enjoyment of our transport corridors for transportation, amenity, recreation and environmental conservation now and into the future. Appendix 1 contains its *Supporting Framework*.

2.2 Defining Road Landscape

The road landscape is defined as the landscape within the state controlled transport corridor. The road landscape extends the full width of the road reserve. It includes all natural and built components and borrows elements from the broad setting in which it exists.

2.3 Policy Statement

The *Road Landscape Policy* supports the Department in meeting its legislative responsibilities and corporate commitments. It provides a framework of five Road Landscape Strategic Objectives. These objectives ensure road landscapes proactively contribute towards providing direct benefits to meeting Departmental obligations and priority outcomes.

The five road landscape strategic objectives are:

- **Safety** - *mitigate the risk of serious transport and road accident and contribute positively to a safer transportation environment.*
- **Environment** - *mitigate environmental impacts of transport and road projects (both within and beyond the corridor), maintain environmental values and contribute positively to the ecological potential and sustainability of the state controlled road corridors.*
- **Aesthetics** - *apply contextually appropriate landscape and urban design treatments of high aesthetic quality to improve the visual amenity value of the state controlled road corridors.*
- **Community** - *engender sensitive responses to public concerns while maintaining /improving the living standards of impacted communities and stakeholders.*
- **Economic** - *ensure cost effective treatments contributing towards reduced "whole of life" operational and maintenance costs.*

Underpinning and uniting each of these strategic objectives is the policy's key principle of **integration**. This principle aims to ensure that:

- each of the five strategic objective is considered, addressed, prioritised and integrated within road landscapes;
- road landscape design is integrated with other transport and road design disciplines ensuring an holistic, big picture approach to all transportation planning and design processes; and

- broader contextual considerations inform the planning and design processes, promoting a contextually appropriate 'fit' to the transport and road corridor itself, as well as the local neighbourhoods and environments through which the corridor passes.

2.3.1 Applicability

Road landscape includes all manufactured landscape and urban design components and retained environmental features within the state controlled transport corridor. This includes:

Manufactured Landscape and Urban Design Components

- soft built landscape treatments including but not limited to median planting, vegetated fill embankment, cuttings and drainage device treatments, roadside buffer planting, structured planting design compositions, naturalistic planting, street tree and boulevard treatments; and
- hard built structures and urban design elements including but not limited to bridges, tunnels, noise barriers, retaining walls and pedestrian facilities.

Retained Environmental Features

- remnant naturally occurring vegetation and specimen trees;
- manufactured land including but not limited to cleared and cultivated land, public open space and urban development and elements;
- landform and hydrological features including but not limited to waterways, valleys, mountain ranges and ridge lines; and
- views within, to and beyond the state controlled road corridor.

Operations

- road landscape component of the Queensland Transport and Roads Implementation Program;
- maintenance of road landscape assets undertaken under the Routine Maintenance Performance Contract;
- management of road landscape assets under the Transport and Road System Manager Framework (Element Management: Road Landscape); and
- works conducted by all Departmental and external stakeholders impacting road landscape assets within the state controlled road corridors.

2.4 Road Landscape Strategic Objectives

The five **road landscape strategic objectives** are aligned to promoting deliverable, road landscape **desired outcomes** contributing direct benefits to achieving the Department's strategic priorities.

2.4.1 Safety

Objective Statement

Promote road landscapes that mitigate the risk of serious transport and road accident and contribute positively to a safer transportation environment.

Desired Outcomes

- Improvements to transport and road user safety and security, traffic operation and community well being.
- Reduced risk of transport and road accidents.
- Safer work environment for Departmental maintenance personnel.

- Reduced social costs (personal loss, insurance, demand on public health system, loss to commerce & industry due to accident delay and so on).
- Reduced risk of litigation against the Department.

Refer to Chapter 5 of Part C for design criteria and technical standards.

2.4.2 Economic

Objective Statement

Promote road landscapes which deliver cost effective treatments contributing towards reduced whole of life operational and maintenance costs.

Desired Outcomes

- Departmental alignment to current best practice (road landscape and urban design), innovation and sustainability.
- Reduced project capital costs and ongoing maintenance costs.
- Improved public perception of responsible tax funded expenditure by the Department.

Refer to Chapter 8 of Part C for design criteria and technical standards.

2.4.3 Environment

Objective Statement

Promote road landscapes that mitigate environmental impacts of transport and road projects (both within and beyond the corridor), maintain environmental values and contribute positively to the ecological potential and sustainability of the state controlled road corridors.

Desired Outcomes

- Compliance with legislative obligations towards environmental conservation.
- Improvements to state controlled road corridors and regional environmental values.
- Implementation of ecologically sustainable development practices.
- reduction in barrier effects to fauna and flora biota corridors and other ecological processes;
- Improvements to functionality of transport and road infrastructure (embankment stability, drainage/water quality devices and so on).
- Improved Departmental public profile within an increasingly, environmentally aware national and global community.

Refer to Chapter 6 of Part C for design criteria and technical standards.

2.4.4 Aesthetics

Objective Statement

Promote road landscapes that apply contextually appropriate road landscape treatments of high aesthetic quality to improve the visual amenity value of the state controlled road corridors.

Desired Outcomes

- Improvements to transport and road corridor scenic amenity values.
- High quality landscape and urban design reflecting the character of places and communities.
- Liveable neighbourhoods and urban centres.
- Enhancements to community well being through improved user experience.

- Opportunities for contemporary cultural expression.
- Sense of community pride and ownership over the transport and road asset.

Refer to Chapter 4 of Part C for design criteria and technical standards.

2.4.5 Community

Objective Statement

Promote road landscapes which engender sensitive responses to public concerns while maintaining /improving the living standards of impacted communities and stakeholders

Desired Outcomes

- Effective relationship building between Queensland communities, stakeholders and the Department through recognition and respect of community values, concerns and aspirations.
- Support towards regional and local government authority planning and development schemes.
- Support towards stakeholder Transport and Roads Alliance Agreements.
- Improved community acceptance, connection and ownership of road landscape asset.
- Contributions to local economies through promotion of regional tourism and commercial interests (identity building, scenic route building and improved visitor amenity).

Refer to Chapter 7 of Part C for design criteria and technical standards.