

Roadkill Monitoring Report –
October to December 2014

Tarkine Drive Upgrade



January 2015

This report details the results of roadkill monitoring activities for the Tarkine Drive over the final three-month period of 2014, and is the fifth report in total. The Commonwealth Government has approved the project to proceed in line with a number of environmental conditions approved under the *Environment Protection and Biodiversity Conservation Act 1999*. Condition 11 of this approval requires that the Department of State Growth publish a roadkill monitoring report every three months, as part of the *Roadkill Monitoring Adaptive Management Plan (RMAMP)*, which details the results of monitoring activities. The publishing of this report precedes the completion of the RMAMP.

Tarkine Drive, a 92.7km road, is monitored daily for signs of roadkill (see *Image 1* below). During the construction upgrade works, the road will remain accessible to local residents, tourists and industry.

As such, all roadkill data recorded for this current period is not directly associated with construction activities and is a reflection of normal road use activity. No Tasmanian devils, or other fauna species, were impacted by construction vehicles involved in this project (see table in *Appendix A*).

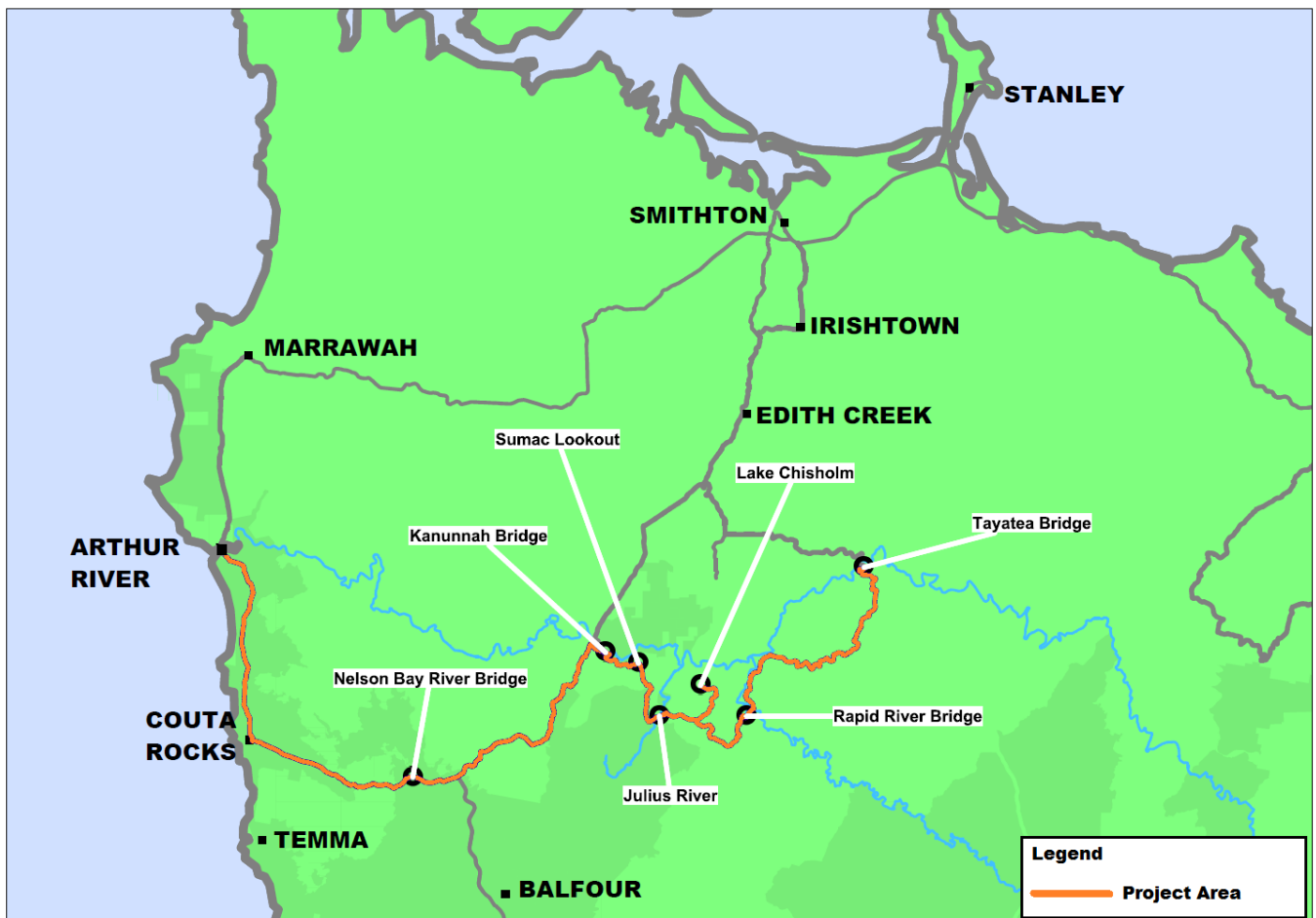


Image 1. Map of project area.

Data collected as part of these monitoring activities is based on pre-defined criteria. These criteria are:

- Date and time of identification;
- Location (GPS coordinates);
- Species identified (all species are to be recorded);
- Body condition; and
- Any other notable circumstances.

Monitoring results for this three-month period are detailed in appendices at the end of this report. One animal was recorded as roadkill as a result of normal vehicle movements; this was not a threatened species (see table in *Appendix B*). The location of this species is displayed on the map in *Appendix C*. This is a considerable reduction in numbers from the corresponding reporting period this time last year (ie. September to December 2013); it is important to note that the previous reporting period included an additional two weeks of monitoring in its findings. Additionally, a number of the mitigation measures have now been implemented aiming to reduce incidents of roadkill throughout the project area. These include:

- Reduced speed limits;
- Use of light-coloured pavement in the road surface to improve visibility;
- Removal of roadside vegetation to reduce proximity of habitat to road;
- Installation of new table drains to reduce ponding of water at the roadside;
- Improved sight distance;
- Wildlife warning signs; and
- Regular monitoring and removal of roadkill to prevent other scavenger animals being attracted to the road.

It is difficult to specifically appropriate reduced numbers of roadkill to a specific measure of circumstance. It is expected that the implementation of these roadkill mitigation measures has assisted in reducing the incidences of roadkill throughout known roadkill hotspots, however this is subject to significant variability in road use, road user behaviours and other chance factors.

Along with the above-listed measures already implemented, audible 'rumble' strips will also be installed prior to the completion of works at locations of identified roadkill hotspots.

Following the completion of the RMAMP, should total numbers of roadkill be found to be increasing, additional mitigation measures will be implemented at pre-existing or newly identified roadkill hotspot locations.

Appendix A: Table of Results – Construction Vehicle
Activity

Appendix B: Table of Results – Normal Vehicle
Activity

Appendix C: Map of Roadkill Locations

