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WESTERN AUSTRALIA

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# **Operational Procedure 112**

## **Operational Boundaries and Asset Responsibilities**

METROPOLITAN REGION

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# 1 INTRODUCTION

## 1.1 Background

For many years successive WA State Governments, via Main Roads, have worked collegially with Local Governments in maintaining the road network throughout Western Australia. This Operational Procedure is another example of that working relationship and the recognised need for co-operation and coordination between State and Local Governments on roads. This cooperation will help ensure that the most efficient and effective use can be made of the limited funds available for roads.

These procedures are not expected to cover every possible scenario but rather they set out a working framework and indicative scenarios that actual situations/outcomes will be based on. These procedures are in recognition that the interface between the State and Local road network has, over the years, grown in complexity and that maintenance techniques and, in particular, traffic management requirements have significantly changed as well. Overall Main Roads will follow this Operational Procedure as it conducts future annual works over the State Road network and where those works interact with the Local Road network. Funding for these additional works will be provided for under the current and predicted future State Road Funds to Local Government Agreement(s) <sup>1</sup>.

The original version of this document was developed through a process of engagement with Metropolitan Regional Road Group (MRRG) Technical Officers Group, WALGA and Main Roads.

## 1.2 Purpose of document

The purpose of this document is to provide principles and practical guidance for determining how the responsibility for maintaining the different parts or elements of highways and main roads is to be allocated between the Commissioner of Main Roads (hereafter referred to as Main Roads) and Local Governments. The document also provides guidance in respect of some parts of local government roads potentially involving Main Roads (eg. signs and intersections with highways and main roads).

This document is intended to –

- a) support responsible road authorities in the performance of their road management functions with respect to the provision of a safe and efficient road network for use by road users and the community; and
- b) recognise that Main Roads and Local Government are partners in managing Western Australia's public road network.

It is the parties' intention that the allocation of responsibilities between Main Roads and the relevant Local Governments in proclamations of highways and main roads recommended by the Commissioner to the Governor under section 13 of the *Main Roads Act 1930* will reflect the principles set out in this document.

These principles apply unless a specific agreement with the relevant Local Government(s) indicates otherwise in particular instances.

This document does not override or replace any existing written codes, memoranda of understanding or specific agreements between Main Roads and any Local Government(s) in

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<sup>1</sup> Local Government road data has not been adjusted to reflect the 10 metre rule. The 10 metres allocated to the Local Government remains within the Local Government road data.

relation to the maintenance responsibilities of specific roads, road-related land or road-related infrastructure.

**This document relates only to Main Roads' Metropolitan Region.**

### 1.3 Roads Which Are Not Affected

Under section 33(1)(a) of the *Conservation and Land Management Act 1984*, the Chief Executive Officer of the Department of Biodiversity, Conservation and Attractions is responsible for the management of all land to which that Act applies. This includes the responsibility for the management of over 30,000 kilometres of roads forming part of that land. Local Governments have no responsibilities in respect of those roads other than where they intersect with local government roads. The parties agree that this 'document' shall not impact on any aspects of the management of those roads.

To avoid confusion, the parties further agree that this document shall not apply to Aboriginal Access Roads, Port Authority roads and roads on Airport land.

### 1.4 Interpretation

Definitions of the terms used hereafter in this document are included in section 3, Definitions and Interpretation.

The diagrams included in this document represent the generic demarcation of responsibilities between road authorities and may be varied by any specific arrangement entered into between Main Roads and a Local Government.

### 1.5 Relevant Legislation

Local Governments are legal entities constituted under the *Local Government Act 1995*, the Act which together with its associated regulations provides the basis of most of each Local Government's powers. These include, but are not limited to, the specific road related powers in Part 3 Division 3 of that Act.

The Commissioner of Main Roads is a body corporate constituted under the *Main Roads Act 1930*, the Act which provides most of the Commissioner's powers. The relevant provisions of the *Main Roads Act 1930* include;

- a) in sub-section 16(1)(b), the Commissioner's power to exercise in regard to any highway or main road any power which a Local Government could exercise in regard thereto if such road were within its municipal boundary; and
- b) in sub-section 16(2) that, subject to the vesting and property provisions set out in section 15, the powers of any Local Government over any highway or main road shall not be deemed to be taken away by the *Main Roads Act 1930*, but the exercise of such powers shall be subject to the control and direction of the Commissioner.

Other legislation which provides Main Roads and Local Government respectively with powers and obligations in respect of roads include:

- a) the *Road Traffic Act 1974*;
- b) the *Road Traffic Code 2000*;
- c) the *Road Traffic (Vehicle Standards) Regulations 2002*;
- d) the *Land Administration Act 1997* (Part 5 in particular); and
- e) the *Public Works Act 1902* (Part V in particular)

## 1.6 Maintenance Responsibility Guidelines

The fundamental rule to determine the maintenance responsibility area is called the "10 metre rule". This rule was initially proposed to determine the resurfacing extents but has since been used to also determine the maintenance responsibility limits for other assets. The 10 metres is measured from reference points, which are determined by the intersection type, into the Local Government side road.

Please note that this does not change the ownership of the road. The side/local roads as part of the "10 metre rule" will remain Local Government's responsibility.

- a) Reference points can be
  - i. the Hold Line – Stop or Giveway
  - ii. the through kerbline
  - iii. the nose of median islands at the intersection
  - iv. or, in the case of signalised intersections, the following rule applies: 10m from the HOLD LINE or 1m back from the Traffic Signal Loop – whichever is greater.
- b) Main Roads will have routine maintenance responsibility of the following assets within the "10 metre" rule and from back of kerb to the back of kerb
  - i. Drainage;
  - ii. Kerbs;
  - iii. Sealed Surface; and
  - iv. Splitter islands where the **majority** of the island is within the 10 metre rule.

Note: It is important to clarify that Main Roads provides routine maintenance only and **does not** own the asset, ownership of the assets remains unchanged. Any improvement works within the 10m rule are the responsibility of the Local Government.

- c) Other Responsibility Guidelines
  - i. For Bridge Structures: Responsibility area is at the bridge approach slab. Refer Figure 11 & 12 and see Section 2.4.
  - ii. For Principal Shared Paths: Refer to Figure 13 and see Section 2.4.
  - iii. For Private driveways and shopping centre access: Refer Figure 14 and see Section 2.14.
  - iv. For Unsealed side road: Refer Figure 15.
  - v. For Complex interchanges: Refer Figure 16 to 21.
- d) Funding and Timing of Maintenance Programs

Funding will not be provided if a Local Government undertakes any routine maintenance works or resurfaces an area within the 10 metre rule. See note 1 of Section 1.1.

Main Roads undertakes resurfacing works as part of a Maintenance Program based on various factors that determine priority. Main Roads provides Local Government notification of upcoming resurfacing works within the 10m rule however, there is no mechanism to synchronise resurfacing efforts between Main Roads and Local Government.

e) Exclusions

The 10m rule does not apply to:

- Unsealed side roads that intersect a Main Roads Road.
- Side roads with non-standard surface treatments including but not limited to, brick paving, concrete, raised crossings, painted surfaces, Omnigrip or experimental wearing course treatments.

## 2 PHYSICAL LIMITS OF RESPONSIBILITY BETWEEN MAIN ROADS AND LOCAL GOVERNMENTS

### 2.1 Freeways

- Main Roads is the coordinating road authority** for the whole of the road reserve of a freeway.
- Main Roads performs the functions of a responsible road authority** for the whole of the road reserve of a freeway including:
  - entry and exit ramps;
  - principal shared paths; and
  - any road-related infrastructure (such as fences and noise walls) that are part of the freeway.
- Main Roads will ordinarily be the responsible road authority** for all bridges over, under or forming part of a freeway. Where any road infrastructure forming part of a freeway extends beyond the declared road reserve of the freeway (such as road safety barriers attached to a bridge), the limits of responsibilities shall be agreed between Main Roads and the Local Government with reference to specific plans depicting those limits.
- Main Roads is the responsible road authority** with respect to freeway advance direction and electronic traffic conditions signs on approach highways and side roads.
- Details of responsibilities where side roads cross freeways are covered in section 2.2.

### 2.2 Controlled Access Highways

- Main Roads is the coordinating road authority** for the whole of the road reserve of a controlled access highway.

#### 2.2.1 Signalised Intersection

- Main Roads limits of responsibility on side roads is defined as being the larger of either:
  - 1m beyond the furthest traffic signal loop, or
  - a 10m distance measured from the rear of the Stop line along the:
    - nearside kerb for roads joining at an acute angle, or
    - the offside kerb for roads joining at an obtuse angles

Generic limits of responsibility are shown in the following figures:

*Figure 3: Four way intersection (signalised)*

*Figure 5: Three way intersection - Side Road is continuing road  
(signalised and non-signalised)*

*Figure 6: Three way intersection - Highway is continuing road on different legs  
(signalised)*

*Figure 7: Three way intersection - Side road is continuing road on different legs  
(signalised and non-signalised)*

*Figure 9: Grade separated interchange - Highway under Side Road*

*Figure 10: Grade separated interchange - Highway over Side Road*

- b) **Main Roads performs the functions of a responsible road authority** with respect to all road infrastructure that is provided for the operation of a side road intersection with a highway, within the limits of responsibility described in subclause (a) above, including:
- i. all traffic signal hardware, including the detector loops in side road pavements and pathways;
  - ii. slip lanes, acceleration and deceleration lanes on the highway, and carriageway areas on side roads to the extent that detector loops are installed, excluding:
    - carriageway areas on side roads with non-standard surface treatments;
    - carriageway areas on side roads where the highway commences or terminates at a continuing side road.
  - iii. any traffic or splitter islands on side roads (excluding sections with grass or landscaping) where such traffic or splitter islands contribute to the operation of the intersection and not for the purpose of separating traffic for an extended length along the side road;
  - iv. kerbing;
  - v. roads and pathways across a central median, traffic or splitter island; and
  - vi. for signage and traffic devices, refer to sections 2.9 & 2.11.
- c) **Local Government performs the functions of a responsible road authority** with respect to the side road up to the limits of Main Roads' responsibility shown in subclause (b) above excluding the road infrastructure specified in the same subclause.

## 2.2.2 Non Signalised Intersection

- a) Main Roads limits of responsibility on side roads is defined as a 10 metre parallel offset from the continuation of the kerbline.

Where a turning pocket is present on the near side the measurement should be taken from this point.

Generic limits of responsibility are shown in the following figures:

*Figure 4: Four way intersection (non-signalised)*

*Figure 5: Three way intersection - Side Road is continuing road*

*(signalised and non-signalised)*

*Figure 7: Three way intersection - Side road is continuing road on different legs*

*(signalised and non-signalised)*

- b) **Main Roads performs the functions of a responsible road authority** with respect to all road infrastructure that is provided for the operation of a side road intersection with a controlled access highway, within the limits of responsibility described in subclause (a) above, including:
  - i. slip lanes, acceleration and deceleration lanes on the controlled access highway;
  - ii. TGSIs in central medians and splitter islands;
  - iii. kerbing;
  - iv. road and pathways across a central median, traffic or splitter island; and
  - v. for signage and traffic devices, refer to sections 2.9 & 2.11.
- c) **Local Government performs the functions of a responsible road authority** with respect to the local road up to the limits of Main Roads' responsibility shown in subclause (b) above excluding the road infrastructure specified in the same subclause.

### 2.2.3 Between Intersections

- a) **Main Roads performs the functions of a responsible road authority** with respect to all parts of a controlled access highway and all road infrastructure (wherever located) including PSPs that are provided by Main Roads, for the whole of the road reserve.
- b) **Local Government performs the functions of a responsible road authority** with respect to infrastructure installed by, requested by, or provided for, a Local Government.

## 2.3 Ordinary Highways

- a) **Main Roads is the coordinating road authority** for the whole of the road reserve of an ordinary highway.

### 2.3.1 Signalised Intersection

As per section 2.2.1.

### 2.3.2 Non Signalised Intersection – Metropolitan Local Government

As per section 2.2.2

### 2.3.3 Between Intersections – Metropolitan Local Government

- a) **Main Roads performs the functions of a responsible road authority** with respect to the parts of an ordinary highway and all road infrastructure (wherever located) that is provided for the operation of through traffic on the ordinary highway, as generally shown in Figure 1 and Figure 2, including:

- i) any part of the carriageway on the ordinary highway located 'kerb to kerb' that could be made available for through traffic (including acceleration and deceleration lanes)<sup>2</sup>;
  - ii) shoulders (sealed or unsealed) where there is no formal designated parking;
  - iii) on-road bicycle lanes;
  - iv) kerb, or table drains, adjacent to any part of the carriageway that could be made available for through traffic<sup>3</sup>;
  - v) for stormwater infrastructure, refer to section 2.5;
  - vi) all road markings on the through carriageways (but excluding parking bays)
  - vii) road safety barriers where they are for the safety and protection of through traffic and pedestrians;
  - viii) signs and delineation provided for the control and guidance of traffic travelling along, or entering, the through carriageways of the ordinary highway (whether located in either the central median or roadside);
  - ix) central medians and any of Main Roads' assets or vegetation thereon, including pedestrian fencing, TGSIs and pathways linking to a pedestrian crossing or children's crossing on the ordinary highway;
  - x) pedestrian grab rails and bollards associated with pathways across a central median;
  - xi) all electronic traffic signs including variable speed signs, and other on-road electrical assets for traffic management on the ordinary highway;
  - xii) pedestrian and guard controlled crossings;
  - xiii) fences and noise walls installed by Main Roads excluding private boundary fences; and
  - xiv) any road related area designated for the ordinary highway by Main Roads, as the coordinating road authority.
- b) Main Roads does not perform the functions of a responsible road authority with respect to assets on central medians installed by, or for, bodies other than Main Roads (e.g. community facilities installed thereon by a Local Government).
- c) **Local Government performs the functions of a responsible road authority** with respect to the parts of an ordinary highway, and road infrastructure located in, on, over or under those parts of the ordinary highway, generally shown in Figure 1 and Figure 2, being

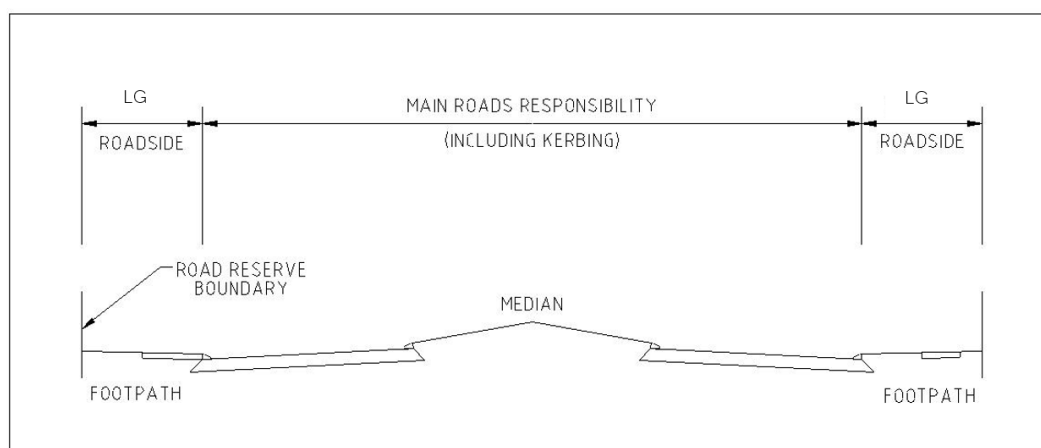
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<sup>2</sup> Main Roads' responsibility for any part of the carriageway located 'kerb to kerb' that could be made available for through traffic includes areas of the carriageway used for parking, but excludes isolated parking areas of lengths less than 200 metres located between kerb outstands extending onto, or trees located within, the carriageway (such distances are considered to be of limited use for through traffic).

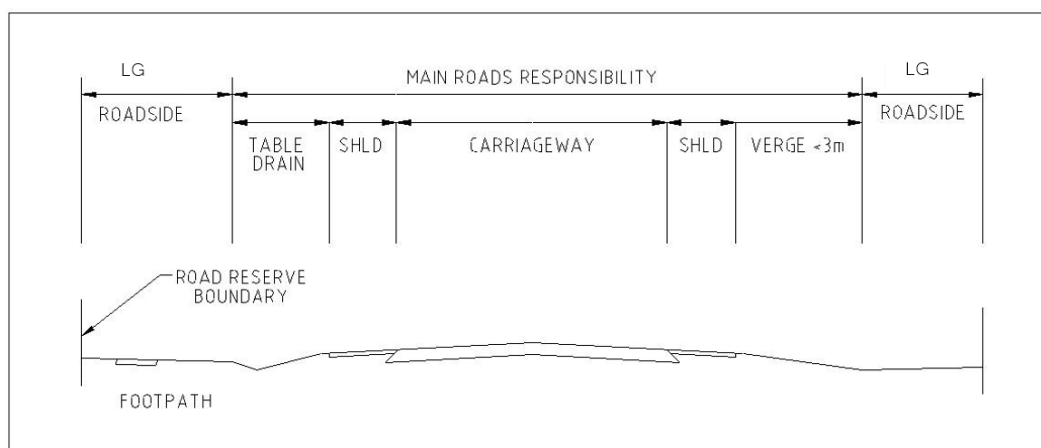
<sup>3</sup> where there is no clearly defined table drain adjacent to the carriageway, the limit of Main Roads' responsibility may include either:

- a) a clear verge area to a maximum width of 3 metres from:
  - i) the edge of the constructed shoulder; or
  - ii) the edge of the sealed carriageway where there is no constructed shoulder; or
- b) an area up to 3 metres behind any guide posts, or to the edge of any Local Government owned infrastructure (such as a footpath) or trees if the distance is less than 3 metres.

- i) pathways outside of the 'kerb to kerb' limits of the through carriageways;
- ii) indented parking bays and any part of the road, from kerb to kerb, that cannot be used for continuous traffic flow. This includes areas on the sides of the road or in the median, parallel with the adjacent kerbs. Refer MRWA standard linemarking drawing 200331-0141-5 Intersection Median Island.
- iii) pavement markings for all parking bays;
- iv) for stormwater infrastructure, refer to section 2.5;
- v) off road bicycle paths within the road reserve that are not part of the PSP network;
- vi) nature strips on verges including vegetation;
- vii) local signage including street names signs, local direction signs, parking signs for the control of stopping or parking (whether located between intersections or on the approach/departure sides of intersections);
- viii) litter bins, tables and benches provided for pedestrians;
- ix) pedestrian fencing outside of central medians;
- x) pedestrian grab rails and kerb ramps
- xi) TGSIs in footpaths and kerb ramps and at bus stops (except at central medians); and
- xii) assets on central medians that are installed by, or for, the Local Government.



*Figure 1: Kerbed Ordinary Highway Between Intersections – Metropolitan Local Government*



*Figure 2: Unkerbed Ordinary Highway Between Intersections – Metropolitan Local Government*



## 2.4 Bridges, shared paths and Drainage Structures

- a) **Main Roads performs the functions of a responsible road authority** with respect to bridges and drainage structures on, over or under freeways and highways including principal shared paths and pathways, within the limits of responsibility in the following figures:

*Figure 9: Grade separated interchange - Highway under Side Road*

*Figure 10: Grade separated interchange - Highway over Side Road*

*Figure 10: Grade separated interchange - Highway over Side Road*

*Figure 12: Grade separated flyover - Railway under Side Road*

*Figure 13: Principal Shared Path and Pathways*

- b) **Main Roads performs the functions of a responsible road authority** with respect to infrastructure referred to in section (a) as follows:
- i) bridge structures, including footpath, pedestrian barrier, kerb, gutter and piped drainage where part of the bridge structure;
  - ii) culverts, including headwalls, wingwalls and aprons;
  - iii) bridge barriers forming part of a bridge structure including its transition to the road safety barrier; and
  - iv) a footbridge or walkway attached to a structure by Main Roads, unless there is an arrangement in place under which Main Roads has transferred the responsibility to a Local Government.
- c) **Main Roads performs the functions of a responsible road authority** with respect to bridges over a government railway on a local government road to the extent of the limits of the structure as follows:
- i) bridge structure, including road and footpath surfaces, pedestrian barrier, kerb and gutter where part of the bridge structure; and
  - ii) bridge barriers forming part of the bridge structure and extending along the associated local government road and an adjoining local government road and up to its transition to the road barrier.
- d) **Main Roads performs the functions of a responsible road authority** with respect to underpasses forming part of a principal shared path route.
- e) **Main Roads performs the functions of a responsible road authority** with respect to other underpass structures beneath freeways and highways, excluding day-to-day maintenance such as removal of litter and graffiti.
- f) **Main Roads performs the functions of a responsible road authority** with respect to structural walls containing embankments or retaining walls supporting cuttings on the approaches to a structure which is on a local government road and which passes over or under a freeway, highway or government railway.
- g) **Local Government performs the functions of a responsible road authority** with respect to:

- i) local road carriageways leading up to bridges over freeways, highways and government railways, including pathways, up to the limits of Main Roads' responsibility detailed in section 2.4 (c);
- ii) a footbridge over a highway if it is a separate bridge constructed at Local Government's expense;
- iii) a side road bridge over a highway if specified in an arrangement between Main Roads and a Local Government; and
- iv) day-to-day maintenance of underpasses beneath freeways and highways including control of vegetation alongside approach pathways.
- v) Pavement marking of shared paths and footpaths.

These does not apply to tunnel structures. The asset responsibility interface with a tunnel will be determined on a case by case basis.

Note: PTA tunnels are covered under Memorandum of Understanding (MOU) D22#912152.

## 2.5 Stormwater Infrastructure

The authority that performs the functions of the responsible road authority with respect to stormwater infrastructure depends on the location and function of the infrastructure.

- a) **Main Roads performs the functions of a responsible road authority** with respect to stormwater infrastructure that was constructed as an essential part of a freeway or highway and that continues to function primarily to ensure structural integrity of the freeway or highway carriageway and/or to provide the standard of pavement drainage required for a freeway or highway.
- b) Where a licence or easement is required for any drainage works associated with a freeway or highway, Main Roads will consult with a Local Government with regard to establishing a licence or easement.
- c) Main Roads will maintain:
  - i) drainage inlets on a kerbed highway and associated longitudinal drainage pipes along a kerbed highway;
  - ii) connections from drainage inlets to a Local Government drain (cross pipes) including any associated junction box;
  - iii) extensions to a Local Government drain where the extension is provided solely for the purpose of draining a highway;
  - iv) sub soil drains associated with a highway;
  - v) storage areas (such as open sumps) associated with a highway;
  - vi) natural waterways for a distance of 10 metres from the extremity of a bridge or drainage structure, or to the property line, whichever is the lesser;
  - vii) artificial waterways connecting to a bridge or drainage structure maintained by Main Roads – maintenance will extend to the point of discharge, whether inside the road reserve or not;

- viii) natural waterways running alongside a highway which act as a table drain or which may adversely effect the integrity of a highway formation if water flow or the effects of water flow are not controlled;
  - ix) water run-off from cutting faces and/or fill embankments on a highway that may have an effect on the pavement condition or road user safety;
  - x) catch drains and cut-off drains protecting a highway;
  - xi) table drains, gutters, channels and diversion drains except as outlined below;
  - xii) side drains protecting a highway except as outlined below;
  - xiii) erosion control measures (such as sedimentation basins, energy dissipaters) required for the protection of the highway pavement and control of run-off from a highway; and
  - xiv) water quality treatment devices treating only run-off from a highway.
- d) When a side road is kerbed, Main Roads will be responsible for maintaining any drainage inlets installed on the side road within the section of the carriageway maintained by Main Roads. In such instances, Main Roads will undertake maintenance activities, such as cleaning. If a drainage lid needs replacement, it will be replaced like for like. It's important to note that Main Roads **do not** own the asset. If any upgrades are necessary, the responsibility for those upgrades will be addressed by the relevant Local Government.
- e) **Local Government performs the functions of a responsible road authority** with respect to those pipes and drainage inlets that take the surface runoff from any part of a Local Government drainage scheme (unless it is the responsibility of some other drainage authority).

## 2.6 Lighting

- a) **Main Roads performs the functions of a responsible road authority** with respect to:
- i) the installation and maintenance of lighting infrastructure on freeways and controlled access highways, including entry and exit ramps and principal shared paths;
  - ii) the installation and maintenance of lighting infrastructure, including flag lighting (comprising a single pole, or a small number of poles, at isolated intersections) where it is an initiative of Main Roads, on ordinary highways outside of urban areas.
- b) **Local Government performs the functions of a responsible road authority** with respect to
- i) street lighting on ordinary highways within urban areas; and
  - ii) flag lighting on ordinary highways where it is an initiative of a Local Government.

## 2.7 Public Transport Facilities

### 2.7.1 Bus Passenger Facilities

- a) **Main Roads performs the functions of a responsible road authority** with regard to the maintenance of:-
  - i) approved indented sealed areas to allow buses to pull off, immediately adjacent to the through traffic lanes of ordinary highways (including kerbing and pavement markings); and
  - ii) approved unsealed areas to allow buses to pull off alongside ordinary highways in both urban and non urban areas.
- b) The maintenance of bus shelters, seating, passenger waiting areas (including TGSIs) and other associated passenger facilities at bus stops are the responsibility of the relevant Local Government, public transport operator or private company (ie a private company authorised by Main Roads or the Local Government).

## 2.8 Roadside Facilities

### 2.8.1 Rest Areas and Other Off Road Sites

- a) **Main Roads performs the functions of a responsible road authority** with regard to the maintenance of the trafficable surface, immediate surrounds, signs, tables, benches, litter bins and structures existing within, or in conjunction with:
  - i) roadside rest areas, historic sites and lookouts provided by Main Roads;
  - ii) stockpile sites used by Main Roads; and
  - iii) weigh bridges installed by Main Roads.
- b) Where a highway is unkerbed, Main Roads will maintain the roadside access across a highway shoulder to information bays, historic sites and lookouts provided by a Local Government in a safe and trafficable condition.

### 2.8.2 Local Government Information Bays

- a) **Main Roads performs the functions of a responsible road authority** with regard to the signage on the highway on the approach to an information bay.
- b) **Local Government performs the functions of a responsible road authority** with regard to maintenance of the trafficable surface within an information bay, providing and maintaining any sign structure, landscaping, litter bins, kerbing and drainage within an information bay.

### 2.8.3 Road Train Assembly Areas and Arrester Beds

- a) **Main Roads performs the functions of a responsible road authority** with regard to the maintenance of the trafficable surface, immediate surrounds, signs, tables, benches, and structures existing within, or in conjunction with road train assembly areas and arrester beds provided by Main Roads.

## 2.8.4 Truck Breakdown Areas

- a) **Main Roads performs the functions of a responsible road authority** with regard to providing and maintaining signage on a highway associated with designated truck breakdown areas on side roads.
- b) **Local Government performs the functions of a responsible road authority** with regard to providing and maintaining the trafficable surface of designated truck breakdown areas on side roads for the purpose of controlling truck movements on side roads or local government roads, including any sign structure, landscaping, litter bins, kerbing and drainage

## 2.9 Traffic Control Devices

### 2.9.1 Highways

- a) Subject to the provisions of the Road Traffic Act 1974 **Main Roads performs the functions of a responsible road authority** with respect to the installation and maintenance of traffic control devices on highways for the purpose of directing, regulating, warning or guiding all road users, including the following:
  - i) regulatory signs, except parking control signs;
  - ii) warning signs;
  - iii) traffic signals;
  - iv) pedestrian crossings;
  - v) pavement marking (excluding lines for parking controls);
  - vi) guide posts, hazard markers, retro-reflective raised pavement markers and other delineation devices;
  - vii) medians, traffic islands, roundabouts; and
  - viii) any other traffic control devices as identified in the *Road Traffic Act 1974* and associated legislation.

### 2.9.2 Local Government Roads

- a) **Main Roads performs the functions of a responsible road authority** with respect to the installation and maintenance of traffic control devices approved by Main Roads on local government roads within the districts of Metropolitan Local Governments for the purpose of directing, regulating, warning or guiding all road users, including the following:
  - i) regulatory signs, except parking control signs;
  - ii) warning signs;
  - iii) pedestrian crossings;
  - iv) pavement marking (excluding lines for parking controls);
  - v) hazard markers, retro-reflective raised pavement markers on the approaches to intersections with highways and other delineation devices at these locations; and
  - vi) any other traffic control devices as identified in the Road Traffic Act 1974 and associated legislation.

- b) Main Roads will maintain traffic signal installations, including all associated electrical hardware, on any local government roads, that have been installed by or with the written permission of Main Roads.

### 2.9.3 School Zones

- a) **Main Roads performs the functions of a responsible road authority** for the installation and maintenance of school zone signs and pavement markings on highways and local government roads.

### 2.9.4 Railway Level Crossings

- a) **Main Roads performs the functions of a responsible road authority** for the maintenance of all approach warning signs and pavement markings on all highways and side roads, including the railway level crossing width marker assembly (refer AS 1742.7) but excluding the active (controlled by flashing lights, boom gates etc) or passive (signs only) control assemblies for the crossing, unless otherwise agreed with the rail operator.
- b) For railway level crossings on local roads, Main Roads will install and maintain warning signs on the highway and the highway approach of the side road where the crossing is within:
  - (1) 100 metres of the centre line of the highway for an actively controlled crossing or
  - (2) 150 metres of the centre line of the highway for a passively controlled crossing.

### 2.10 Fences

- a) **Main Roads performs the functions of a responsible road authority** on highways for the maintenance of:
  - i) boundary fences on a Control of Access Highway excluding private boundary fences;
  - ii) fences between PSP and roads;
  - iii) fences adjacent to drainage structures to prevent access to a watercourse or drainage features;
  - iv) fences on a bridge structure and approach embankment over a highway;
  - v) pedestrian fences installed by Main Roads on medians;
  - vi) any fence or gate installed by Main Roads across any local government road or on the road reserve boundary of a controlled access highway in order to prevent access to and from that local government road;
  - vii) fences installed by Main Roads on medians to manage dedicated vegetation re-growth areas;
- b) **Local Government performs the functions of a responsible road authority** on highways for the maintenance of:
  - i) Local Government installed pedestrian fencing on the footpaths and shared paths of highways.
  - ii) Estate Walls installed by Developers are not the responsibility of MRWA. These will revert to private ownership or the responsibility of Local Government.

## 2.11 Direction and Information Signs

- a) **Main Roads performs the functions of a coordinating road authority** with respect to approving the installation of direction and information signs/devices on or adjacent to a highway.
- b) **Main Roads performs the functions of a responsible road authority** with respect to all signs on a highway that provide guidance to road users, including –
  - i) guide posts, hazard markers and other delineation devices;
  - ii) intersection, advance and reassurance directional signs;
  - iii) general guide signs; and
  - iv) other information signs installed for the benefit and information of road users.
- c) Main Roads will maintain the following signs on highways that may occasionally be installed at cost to another organisation –
  - i) Service signs installed by, or with the approval of Main Roads, that support tourism or road user services within a local area (except for caravan parks and major entertainment complexes which are funded by the respective owners); and
  - ii) Tourist directional signs where the installation is undertaken with the approval of Main Roads, Local Government and the WA Tourism Commission.
- d) **Main Roads performs the functions of a responsible road authority** with respect to the installation and maintenance of signs that are required on a side road to inform or guide road users entering a highway.
- e) A Local Government or other organisation may, with the approval of Main Roads in each instance, install and maintain signs adjacent to an ordinary highway that are for the benefit or information of the public, including –
  - i) new Local Government boundary signs or markers;
  - ii) small community service finger board signs;
  - iii) street or road name finger board signs installed by a Local Government (for which Local Governments do not require Main Roads' approval);
  - iv) roadside school bus stop marker posts;
  - v) signs and pavement markings for parking control installed by a Local Government; or
  - vi) markers placed on the roadside by utilities

## 2.12 Graffiti

- a) **Main Roads performs the functions of a responsible road authority** with respect to:
  - i) removing graffiti from any structure, noise wall, fence, screen (excluding PTA railway protection screen), sign or traffic control device maintained by Main Roads on a freeway or highway where the graffiti is highly visible to road users of the freeway or highway;
  - ii) removing graffiti from any principal shared path and associated structure maintained by Main Roads on a freeway or highway and alongside railway lines where the graffiti is visible to path users;

- iii) removing graffiti from any sign or traffic control device maintained by Main Roads on any local government roads; and
  - iv) removing graffiti from the rear of private buildings, walls or fences located on the reserve boundary of a freeway or controlled access highway where the graffiti is highly visible to road users of the freeway or controlled access highway.
- b) **Local Government performs the functions of a responsible road authority** with respect to:
- i) removing graffiti from private walls or fences facing an ordinary highway;
  - ii) removing graffiti from private walls or fences facing a shared path installed or maintained by a Local Government with the approval of Main Roads within a freeway or controlled access highway;
  - iii) removing graffiti from controlled access highway and ordinary highway underpasses connecting local pathways, including floors, end walls, internal walls and ceilings; and
  - iv) removing graffiti from the side of any structure, noise wall or fence installed by Main Roads on a freeway or highway road reserve boundary facing land owned by, or the responsibility of, a Local Government.

## 2.13 Vegetation Control

### 2.13.1 Vegetation

- a) **Main Roads performs the functions of a responsible road authority** and will undertake the maintenance of vegetation and the control of regular seasonal growth (weeds and grasses) along freeways and controlled access highways for the full width of the road reserve.
- b) **Main Roads performs the functions of a responsible road authority** and will undertake the maintenance of vegetation and the control of regular seasonal growth (weeds and grasses) along ordinary highways as follows:
- i) on all ordinary highways:
    - adjacent to culverts and bridge abutments, including the watercourse;
    - on medians, traffic islands and roundabouts;
    - within roadside rest areas, information bays, historic sites and lookouts provided and maintained by Main Roads;
    - within road train assembly areas or arrester beds provided and maintained by Main Roads;
    - within stockpile sites used by Main Roads; and
    - on verges in non urban areas.
  - ii) on kerbed ordinary highways;
    - at the lip and joints of kerbing.
  - iii) on unkerbed ordinary highways;
    - to the outer edge of the shoulders;



- along the roadside where it is necessary to ensure sight distances are maintained, subject to environmental requirements and policies; and
- along the roadside where it is necessary to ensure run-off can flow without restriction from the roadway and along any table drains. Control of growth will be restricted to the area between the shoulder and the side of the table drain furthest from the roadway.

iv) alongside side roads

- Main Roads will undertake the control of regular seasonal growth to the through boundary of the ordinary highway road reserve; and
  - Main Roads may carry out additional seasonal growth clearance and vegetation control on side roads beyond the above limits to prevent signs installed and maintained by Main Roads associated with the intersection of a side road and a highway from being obscured and to maintain safe sight distances.
  - Main Roads' verge responsibility for Main Roads' roads extends to the first truncation of the road reserve cadastre boundary where it intersects a Local Government side road. See Figure 15 to 21 for examples.
- c) Main Roads will maintain central medians and roundabouts in a safe and clean situation. Local Governments may choose to upgrade and maintain medians and roundabouts to a higher standard subject to entering into a formal agreement with Main Roads.
- d) **Local Government performs the functions of a responsible road authority** and will undertake the maintenance of vegetation and the control of regular seasonal growth (weeds and grasses):
- i) along verges of ordinary highways in townsites and urban areas;
  - ii) on Local Government land alongside a principal shared path located within a controlled access highway reserve to prevent signs and lighting installed and maintained by Main Roads from being obscured and to maintain safe sight distances (this includes when the principal shared path is on Local Government owned land);
  - iii) alongside a shared path or footpath installed by, or provided for, a Local Government, with the approval of Main Roads, within a controlled access highway;
  - iv) on the approaches to railway level crossings on local government roads to provide adequate driver visibility; and
  - v) on local government roads generally to prevent signs installed and maintained by Main Roads from being obscured.

### 2.13.2 Declared Plants

- a) Main Roads will control plants declared under the Agricultural and Related Resources Protection Act 1976 within a controlled access highway and the road reserve of an ordinary highway outside a townsite or urban area for which Main Roads is the responsible road authority. The control of proclaimed plants within the remainder of an ordinary highway in a townsite or urban area is the responsibility of the relevant Local Government.
- b) Main Roads will take necessary steps to prevent the spread of declared plants as a result of its maintenance or other activities undertaken on or along a highway.

- c) Each Local Government shall take necessary steps to prevent the spread of declared plant as a result of its maintenance or other activities undertaken on or along a side road or other land adjoining a highway.

### 2.13.3 Landscaping

- a) Main Roads may undertake revegetation planting or landscaping to improve the amenity of the roadside of highways.
- b) Local Government may undertake landscaping and revegetation work on an ordinary highway with the approval of Main Roads. This approval will only be withheld on the basis of road safety or if major works are proposed in the foreseeable future.

### 2.14 Driveways

- a) Main Roads performs the functions of a responsible road authority with respect to private driveways<sup>4</sup> which include shopping centre access roads intersecting a Main Roads Road as per the Main Roads Driveway Policy Section 4.1.11. See Main Roads website: Main Roads Driveway Policy.
- b) Examples of responsibility are shown in Figure 14 including:
  - i. Principal Shared Path cutting through a Private Driveway median
  - ii. Stop or Giveway Linemarking (regulatory linemarking)
  - iii. Stop or Giveway Signs
  - iv. 1m back from the Traffic Loops on a shopping centre road
  - v. For all other assets, refer to section 2.3.3.

Private driveways or shopping centre access driveways are exempt from the 10 metre rule applied to other intersections outlined in this document regarding resurfacing extents. Please refer to Figure 14 or maintenance agreements for more details.

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<sup>4</sup> Refer to "driveway" definition under Section 3 – Definitions and Interpretation

### 3 DEFINITIONS AND INTERPRETATION

Term	Definition
<b>Aboriginal Access Roads</b>	<p>any roads or tracks on Crown land which are either:</p> <ul style="list-style-type: none"> <li>a) within land to which Part 3 of the <i>Aboriginal Planning Authority Act 1972</i> applies (ie land reserved under applicable legislation for the use and benefit of the Aboriginal inhabitants which is not open to the general public without a permit); or</li> <li>b) outside the land referred to in paragraph "a" immediately above but which are primarily required as a means of accessing such land; or</li> <li>c) but does not include dedicated roads which are under the care, control and management of either Main Roads or a Local Government.</li> </ul>
<b>bridge</b>	includes all structures (including a culvert) on, over or under a road that have one or more spans of, or a diameter of, 1.8 metres or greater, or have a waterway area of 3m <sup>2</sup> or greater and includes all structural components (e.g. abutments, retaining walls, road safety barriers), and associated pathways, within the limits of the structure, but excludes approach embankments
<b>carriageway</b>	that portion of a road or bridge devoted particularly to the use of vehicles, inclusive of shoulders and auxiliary lanes but does not include a driveway or pathway providing access to the public road or other road from adjoining land
<b>Commissioner</b>	the Commissioner of Main Roads appointed under Section 7 of the Main Roads Act 1930
<b>controlled access highway</b>	any highway or section of a highway that has been proclaimed control of access under section 28A of the Main Roads Act 1930 but does not include freeways
<b>coordinating road authority</b>	<p>in relation to a road, means the authority which has the function of:</p> <ul style="list-style-type: none"> <li>a) deciding whether an area is a road related area for the purposes of section 2.3.3(a)(xiv);</li> <li>b) approving the installation of any infrastructure within the road reserve of the relevant road by a Local Government or any other party;</li> <li>c) in the case of a highway, approving the installation of direction and information signs/devices on or adjacent to the relevant highway for the purposes of section 2.9 &amp; 2.11; and</li> </ul> <p>in the case of a freeway or controlled access road installing and maintaining any direction and information signs/devices within the road reserve of the relevant road</p>

Term	Definition
<b>drainage inlet</b>	a side entry pit, gully, drainage pit or grate for the purpose of directing water run-off from a road
<b>driveway</b>	a defined area used by vehicles travelling between a carriageway and a property adjacent or near to the road. "Property" encompasses but is not restricted to, residential, rural, industrial, retail, special purpose, mixed use, tourist, agricultural, mining, leased and commercial properties. !
<b>formation</b>	the surface of the finished earthworks, excluding cut or fill batters
<b>fences</b>	a structure enclosing an area of ground to prevent or control access such as colourbond fence, chain link, agriculture fence, brick walls, and other types of walls.
<b>freeway</b>	a controlled access highway which has been named as a freeway by State Government
<b>government railway</b>	includes any railway operated by WestNet or the Public Transport Authority but does not include a railway operated by a mining company
<b>highway</b>	a highway or main road as defined in Section 6 of the Main Roads Act 1930
<b>highway centre line</b>	the centre line of the highway carriageway. Where the highway is a dual carriageway, this shall be taken as the centre line of the nearest carriageway
<b>infrastructure</b>	road infrastructure and non-road infrastructure
<b>infrastructure manager</b>	means – <ul style="list-style-type: none"> <li>a) in relation to road infrastructure, the responsible road authority for that road infrastructure in accordance with this document;</li> <li>b) in relation to non-road infrastructure, the utility that is responsible for the provision, installation, maintenance or operation of public infrastructure; or</li> <li>c) a person or entity who has been lawfully authorised to place and operate infrastructure within the boundaries of a road</li> </ul>
<b>land</b>	according to the context – <ul style="list-style-type: none"> <li>a) land as a physical entity, including – <ul style="list-style-type: none"> <li>(i). any building or structure on, or improvement to, land; or</li> <li>(ii). land covered by water and, in such a case, the overlying water; or</li> </ul> </li> </ul> <p>a legal estate, interest, easement, privilege or right in or over land and strata above or below the surface of land and easements and rights to use strata above or below the surface of land</p>

Term	Definition
<b>Local Government road</b>	any road which is under the care, control and management of a Local Government by virtue of section 3.53 of the Local Government Act 1995, sub-section 56 (2) of the Land Administration Act 1997, Part V of the Public Works Act 1902 or any other applicable statute
<b>maintenance</b>	of any road and infrastructure including the execution of all works of any description which are required to keep the road or infrastructure in the state of utility determined in accordance with any Act of Parliament or Code of Practice
<b>main road</b>	a main road as defined in Section 6 of the Main Roads Act 1930
<b>Metropolitan Local Government</b>	any of the following Local Governments: City of Armadale, Town of Bassendean, City of Bayswater, City of Belmont, Town of Cambridge, City of Canning, Town of Claremont, City of Cockburn, Town of Cottesloe, Town of East Fremantle, City of Fremantle, City of Gosnells, City of Joondalup, Shire of Kalamunda, Town of Kwinana, City of Melville, Town of Mosman Park, Shire of Mundaring, City of Nedlands, Shire of Peppermint Grove, City of Perth, City of Rockingham, Shire of Serpentine-Jarrahdale, City of South Perth, City of Stirling, City of Subiaco, City of Swan, Town of Victoria Park, Town of Vincent or City of Wanneroo.
<b>motor vehicle</b>	has the same meaning as it has in Section 5 of the Road Traffic Act 1974
<b>non-road infrastructure</b>	fixtures and equipment installed in, on, across, under or over a road by an infrastructure manager which is not road infrastructure. It includes but is not limited to public infrastructure; See the definition of "road infrastructure". Examples: Non-road infrastructure would include public infrastructure or fixtures and equipment (including pipes, wires, cables, fittings and other objects) installed in, on, across, under or over a road by a utility or authorised person.
<b>ordinary highway</b>	any highway or section of a highway that has not been proclaimed control of access under section 28A of the Main Roads Act 1930
<b>pathway</b>	a footpath, bicycle path or other path: <ul style="list-style-type: none"> <li>a) on a road reserve or road related structure; and</li> <li>b) which has been constructed or developed by a responsible road authority, or with the consent of one, for use by members of the public other than with a motor vehicle;</li> </ul> but does not include a path the primary purpose of which is to provide a specific connection to land which is not part of the road reserve;  <i>Examples: A footpath or bicycle path constructed on a road reserve by a responsible road authority for use by the general public would be a pathway.</i>

Term	Definition
	<i>A foot trodden track over roadside land or a path that connects from a carriageway or footpath to privately owned land would not be a pathway. This includes private driveways and pathways on road reserves that provide access to land adjoining a road.</i>
<b>pavement marking</b>	Longitudinal and transverse linemarking, gore marking, bull noses, shark teeth, hold lines, stencils, symbols, arrows, audio tactile lines and diagonal markings to guide motorists and pedestrians.
<b>principal shared path</b>	<p>A principal shared path (PSP):</p> <ul style="list-style-type: none"> <li>a) is a high-quality shared path for walking and riding, built to Main Roads PSP standard. This generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections; and</li> <li>b) forms the backbone of the Western Australian bike network, and often follow freeway and rail corridors. PSPs provide for safer off-road travel, with minimal interruption from other traffic, and more direct riding and walking trips; and</li> <li>c) which the Commissioner has retained or assumed responsibility under an arrangement or agreement with another relevant government entity (ie owner of the land or interlinked pathways).</li> <li>d) A section of path declared by Main Roads as a PSP ramp, denoted by a "P####-R####" number.</li> </ul> <p><i>Note: most but not all sections of Principal Shared Paths are constructed to a higher standard than the standard Shared Paths.</i></p>
<b>provider of public transport</b>	includes the provider of a "public passenger transport service" within the meaning of that term in Section 4 of the Public Transport Authority Act 2003
<b>public infrastructure</b>	infrastructure and other facilities used in or in connection with the supply of water, electricity, gas or other forms of energy, the provision of telecommunications, or the drainage or removal of waste water or sewage
<b>ramp</b>	A section of road declared by Main Roads as a ramp, designated by a "H####" number above H0500.
<b>relevant Local Government</b>	in relation to a road or part of a road, means the Local Government in which the road or part of the road is located
<b>repair</b>	<p>the taking of any action to remove or reduce the risk arising from a defect in a carriageway, pathway or road-related infrastructure, including –</p> <ul style="list-style-type: none"> <li>a) reinstating a road to its former standard following works to install any infrastructure;</li> </ul>

Term	Definition
	<ul style="list-style-type: none"> <li>b) reinstating a road to its former standard following deterioration or damage;</li> <li>c) providing a warning to road users of a defect in a carriageway, pathway or road-related infrastructure –</li> </ul> <p>but does not include the upgrading of a carriageway, pathway or road-related infrastructure;</p> <p><i>Examples: Filling in a pothole in a carriageway, resurfacing the carriageway and erecting a warning sign would be actions to repair the road.</i></p>
<b>responsible road authority</b>	means the road authority which is to have the ongoing responsibility for the maintenance and operation of the infrastructure or area of land referred to in the specific sub-clause of this document in which that term is used
<b>Restricted Access Vehicle</b>	means a vehicle as defined in the <i>Road Traffic (Vehicle Standards) Regulations 2002</i>
<b>road</b>	<p>any road or part of a road which falls within the definition of that word in any of the following provisions:</p> <ul style="list-style-type: none"> <li>a) section 5 of the <i>Road Traffic Act 1974</i> for the purposes of that Act (including the Road Traffic Code 2000) means any highway, road or street open to, or used by, the public and includes every carriageway, footway, reservation, median strip and traffic island thereon;</li> <li>b) section 6 of the <i>Main Roads Act 1930</i> for the purposes of that Act means any thoroughfare, highway or road that the public is entitled to use and any part thereof, and all bridges (including any bridge over or under which a road passes), viaducts, tunnels, culverts, grids, approaches and other things appurtenant thereto or used in connection with the road; or</li> <li>c) section 84 of the <i>Public Works Act 1902</i> for the purposes of that Act means a public highway, whether carriageway, bridle-path, or footpath, and unless repugnant to the context, includes all roads which have been or may hereafter be set apart, defined, proclaimed, or declared roads under any law or authority for the time being in force, and all bridges, culverts, drains, ferries, fords, gates, buildings, and other things thereto belonging, upon, and within the limits of the road, and includes arable soil of every road;</li> </ul>
<b>road infrastructure</b>	<p>the infrastructure which forms part of a carriageway or pathway, including –</p> <ul style="list-style-type: none"> <li>a) associated structures;</li> <li>b) materials from which a carriageway or pathway is made; or</li> </ul>

Term	Definition
	<p>c) road-related infrastructure;</p> <p><i>Examples: A bridge, culvert or ford would be a structure forming part of a carriageway. Materials such as asphalt, bitumen, gravel, lane markers and lines would be materials from which a carriageway or pathway is made. Road signs, railings and other road-related infrastructure.</i></p>
<b>road management function</b>	<p>a function, power or duty conferred or imposed on a road authority by or under –</p> <ul style="list-style-type: none"> <li>a) the provisions of the Local Government Act 1995;</li> <li>b) the Main Roads Act 1930;</li> <li>c) the Road Traffic Act 1974;</li> <li>d) any other Act dealing with the management of roads; or</li> </ul> <p>the common law as varied by any applicable statute such as the Civil Liability Act 2002</p>
<b>road related area</b>	<p>an area designated as a road related area by the coordinating road authority under this Code;</p> <p><i>Example: any area which as an off road car park, rest stop or scenic lookout could be designated as a road related area.</i></p>
<b>road-related infrastructure</b>	<p>infrastructure which is installed by the relevant road authority for road-related purposes to –</p> <ul style="list-style-type: none"> <li>a) facilitate the operation or use of the carriageway or pathway; or</li> <li>b) support or protect the carriageway or pathway;</li> </ul> <p><i>Examples: A traffic control sign, traffic light, safety barrier, road drain or embankment would be road-related infrastructure.</i></p> <p><i>A noise wall, gate, post or board installed on the road reserve by the relevant authority for road-related purposes would be road-related infrastructure.</i></p>
<b>road reserve</b>	means all the area of land that is within the boundaries of a road
<b>road safety barrier</b>	a fence or barrier erected to restrain errant vehicles and includes W-beam, wire rope, concrete or other safety barrier system
<b>roadside</b>	<p>any land that is within the boundaries of a road reserve other than the carriageway, central median or a pathway and includes the land on which any vehicle crossing or pathway which connects from a carriageway or pathway to adjoining land has been constructed;</p> <p><i>Example: Any nature strip, bushland, grassland or landscaped area within the road reserve would be roadside.</i></p>



Term	Definition
<b>roadwork</b>	<p>any kind of activity conducted on or in the vicinity of a road or proposed road and without limiting the generality of the definition includes –</p> <ul style="list-style-type: none"> <li>a) the construction of a road;</li> <li>b) the maintenance or repair of a road;</li> <li>c) the alteration of a road;</li> <li>d) the construction of drains and other structures for the drainage of water from a road;</li> <li>e) the installation of fences, railings, barriers or gates;</li> <li>f) the installation of traffic control devices, traffic islands or parking bays;</li> <li>g) the improvement of a road including (for example);</li> <li>h) landscaping or beautification of a road including the planting or removing of a tree or other vegetation;</li> <li>i) the installation of road lighting;</li> <li>j) the installation of amenities or equipment on or adjacent to a road for the use, enjoyment or protection of the public;</li> <li>k) the installation of signs on or adjacent to a road for the use or benefit of the public;</li> </ul> <p>any work in connection with a road</p>
<b>shared path</b>	an area open to the public (except a separated footpath) that is designated for, or has as one of its main uses, use by both the riders of bicycles and pedestrians, except for principal shared paths as defined above.
<b>shoulder</b>	the portion of the carriageway beyond the traffic lanes and contiguous or flush with the surface of the pavement, whether or not it is constructed or sealed
<b>side road</b>	a local government road or a road that is under the care, control and management of another authority that provides traffic access to a highway, but does not include private accesses or driveways (eg entrance to University of Western Australia off Stirling Highway)
<b>sign</b>	includes any associated support structure
<b>TGSI</b>	Tactile Ground Surface Indicators
<b>townsite</b>	<p>means any area of land:</p> <ul style="list-style-type: none"> <li>a) constituted, defined or reserved as the site of a town or village under any Act;</li> <li>b) adjoining an area referred to in paragraph “a” immediately above which is built up with structures devoted to business,</li> </ul>

Term	Definition
	<p>industry or dwelling houses at intervals of less than 100 metres; or</p> <p>which does not adjoin an area referred to in paragraph "a" or "b" immediately above which is built up with structures devoted to business, industry or dwelling houses at intervals of less than 100 metres for a distance of 500 metres or more</p>
<b>traffic</b>	includes vehicular, pedestrian and all other kinds of traffic
<b>unauthorised signs</b>	<p>any sign to which the Main Roads (Control of Advertisements) Regulations 1996 applies which has not been authorised by:</p> <ul style="list-style-type: none"> <li>a) those regulations;</li> <li>b) Main Roads; or</li> </ul> <p>by a Local Government with delegated power under those regulations to approve the sign in question</p>
<b>urban area</b>	<p>in relation to a road, an area in which –</p> <ul style="list-style-type: none"> <li>a) a speed limit of 60 kilometres per hour or less applies, other than a speed limit which applies only because of a temporary reason such as roadwork or a street event; or</li> <li>b) there are buildings on land adjacent to the road, or there is street lighting, at intervals not exceeding 100 metres for –</li> <li>c) a distance of at least 500 metres; or</li> </ul> <p>if the length of road is less than 500 metres, over the length of the road</p>
<b>utility</b>	<p>an entity (whether publicly or privately owned) which either:</p> <ul style="list-style-type: none"> <li>a) provides, or intends to provide, water, sewerage, drainage, gas, electricity, telecommunications, emergency services or other like services under the authority of an Act of Western Australia or the Commonwealth; or</li> </ul> <p>is a provider of public transport</p>
<b>vehicle</b>	<p>includes –</p> <ul style="list-style-type: none"> <li>a) a motor vehicle;</li> <li>b) a bicycle;</li> <li>c) an animal that is being ridden; and</li> </ul> <p>an animal that is being used to draw a vehicle including the vehicle</p>

## 4 REFERENCES

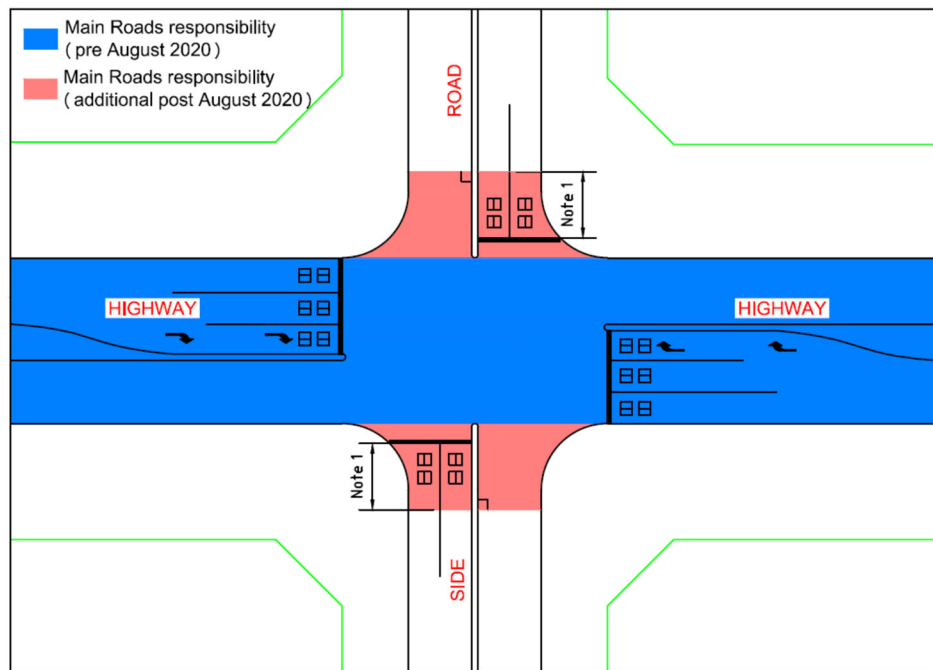
Document Number	Description
D22#912152	MRWA and PTA MoU Memorandum of Understanding for the ownership and maintenance of road and rail assets June 2022
D12#17798	Main Roads Department Interim Policy for Control of Advertisements and Management of Road Reserves
200331-0141	Intersection Median Island
MRWA Website	Driveways <a href="https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/additional-road-design2/driveways/">https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/additional-road-design2/driveways/</a>

# 5 APPENDICES

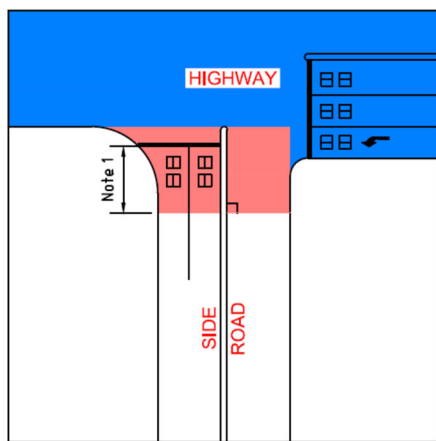
Appendix	Title
Appendix 1	Figures
Appendix 2	Main Roads Driveway Policy Section 4.1.11

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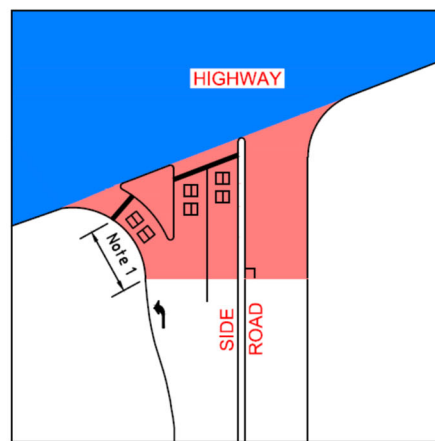
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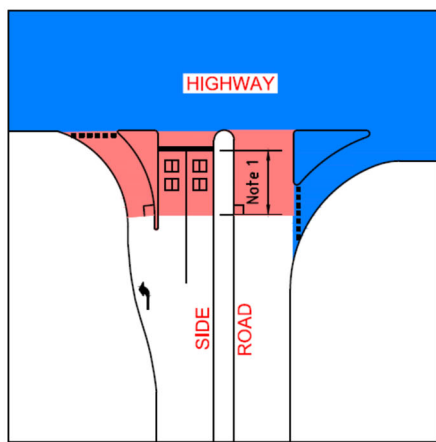
Note 1 - 10m from STOP Line or 1m beyond Traffic Signal Loop, whichever is greater



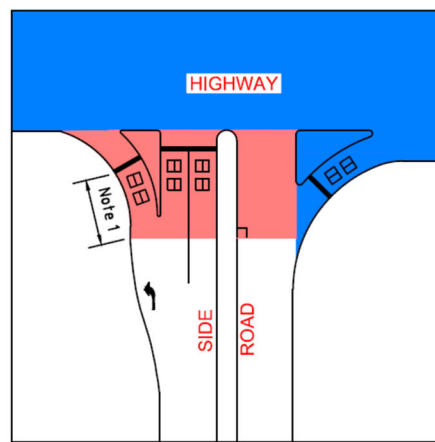
Signalised



Signalised

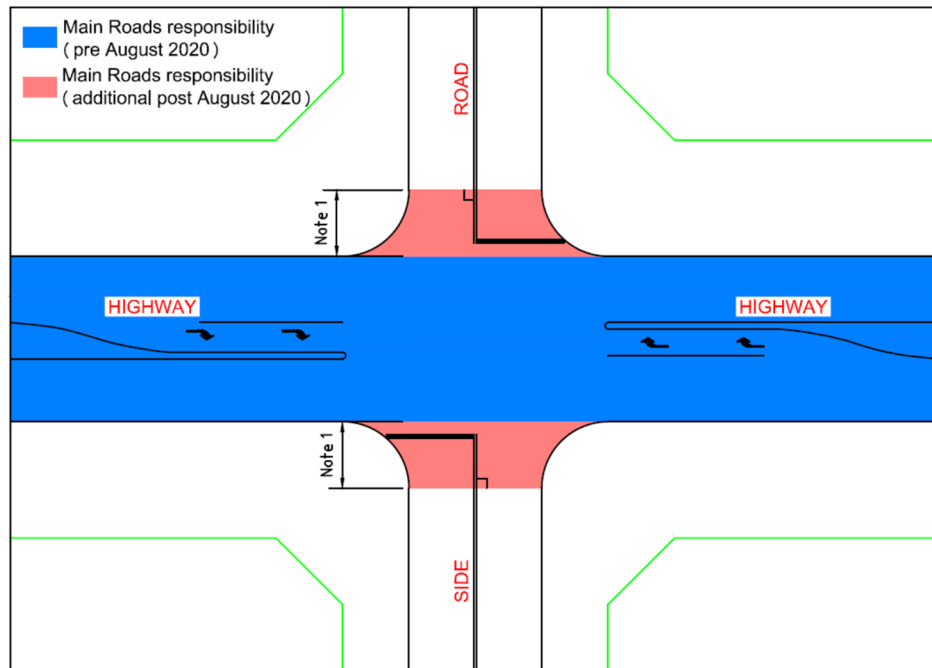


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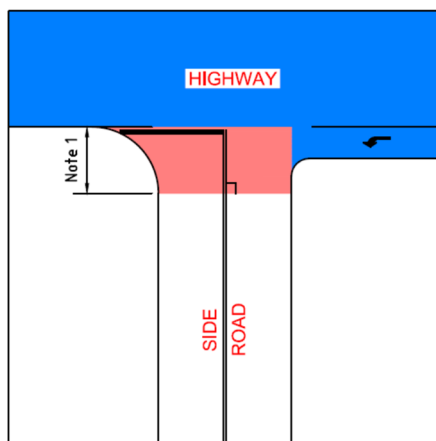


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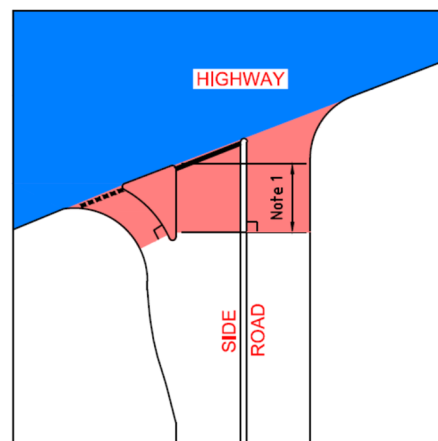
Figure 3: Four way intersection (signalised)



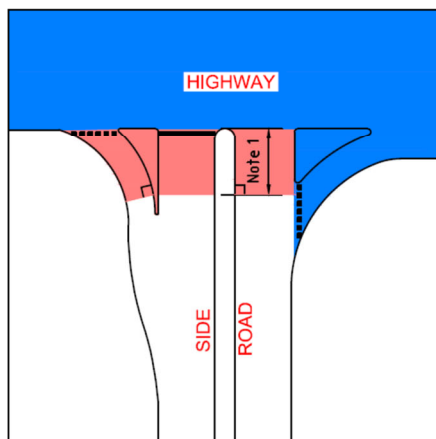
Note 1 - 10m from through kerbline



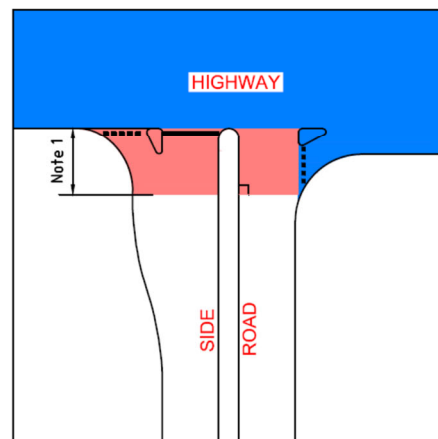
Non-signalised



Non-signalised

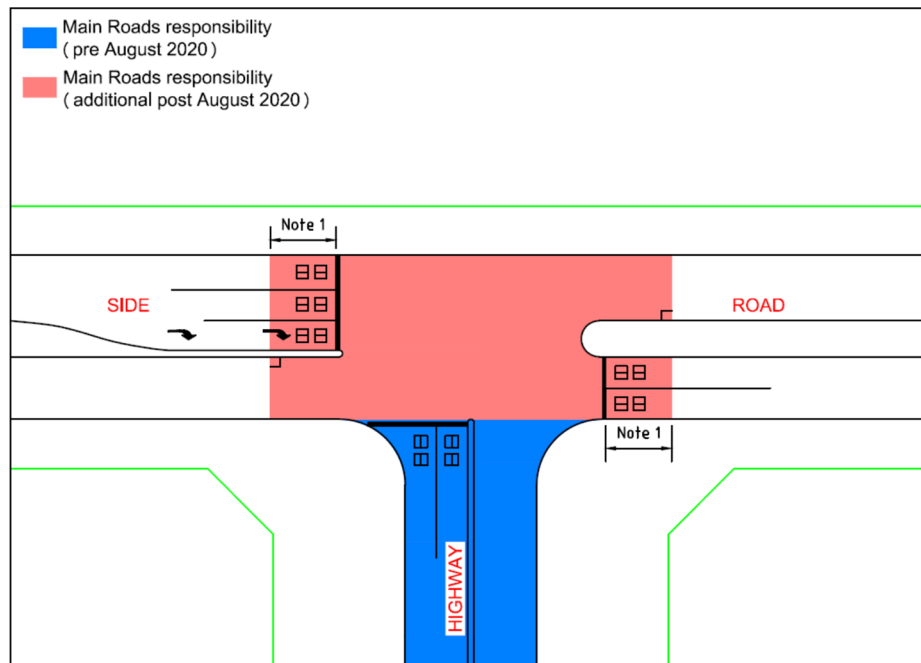


Non-signalised

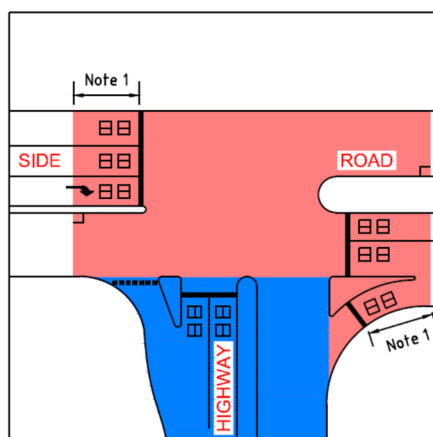


Non-signalised

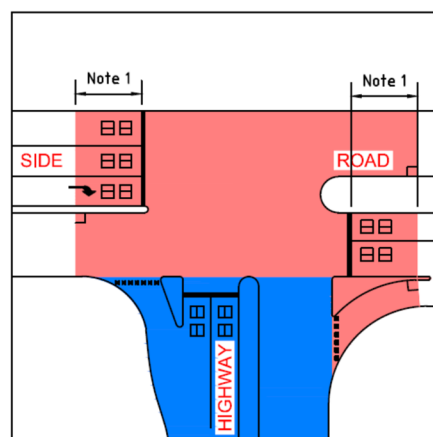
Figure 4: Four way intersection (non-signalised)



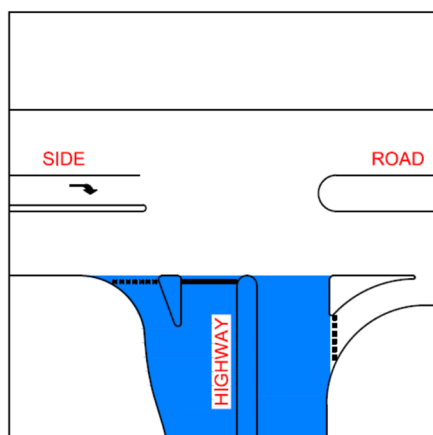
Note 1 - 10m from STOP Line or 1m beyond Traffic Signal Loop, whichever is greater



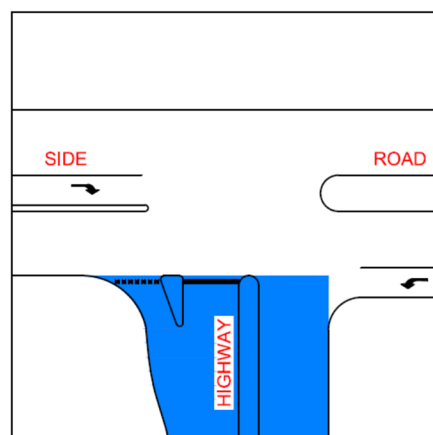
Signalised



Signalised



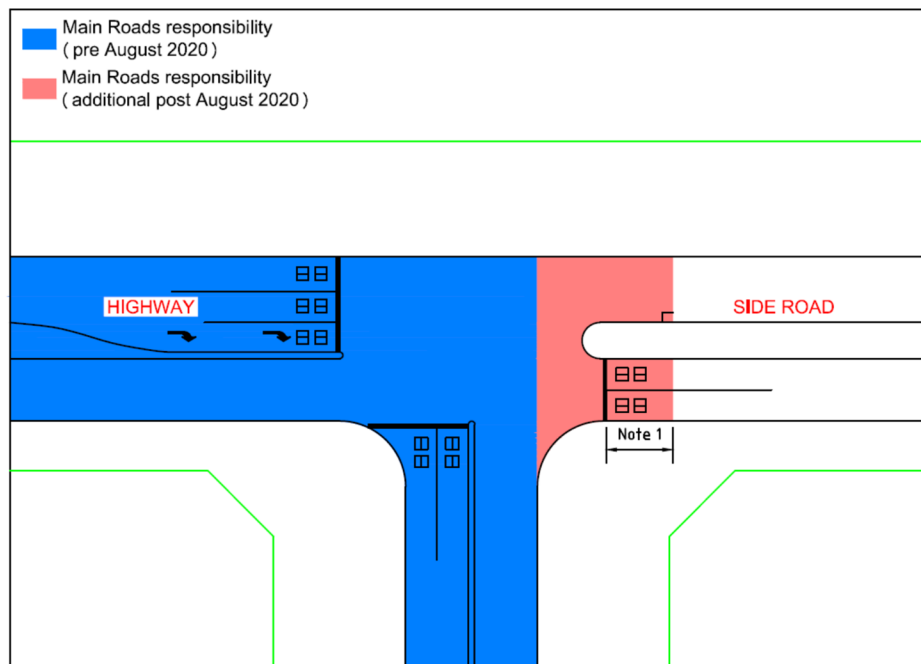
Non-signalised



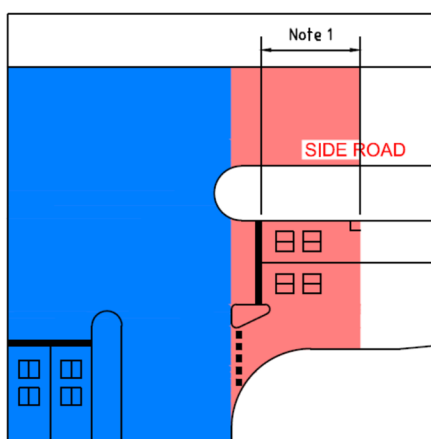
Non-signalised

Figure 5: Three way intersection - Side Road is continuing road (signalised and non-signalised)

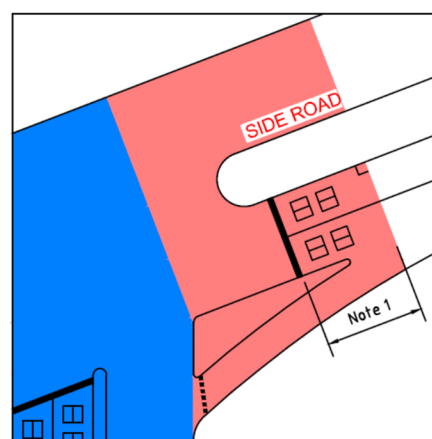




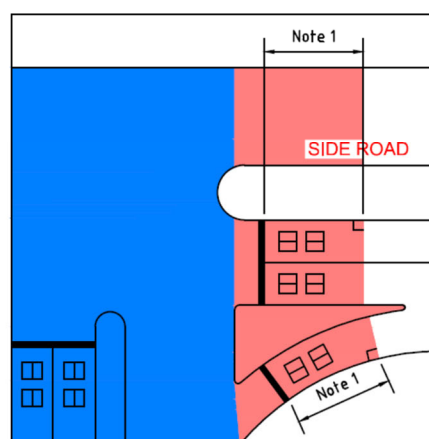
Note 1 - 10m from STOP Line or 1m beyond Traffic Signal Loop, whichever is greater



Signalised

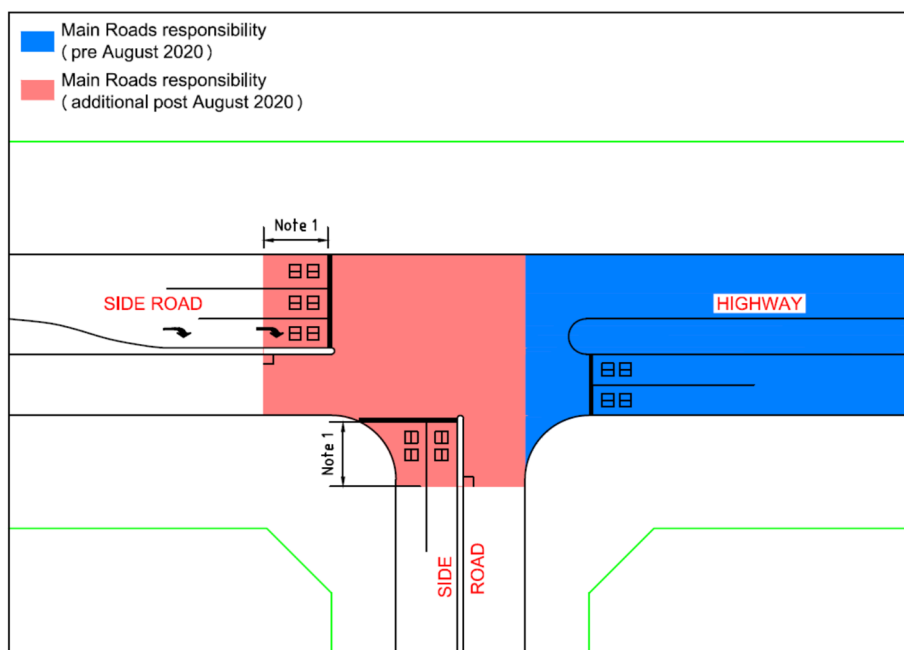


Signalised



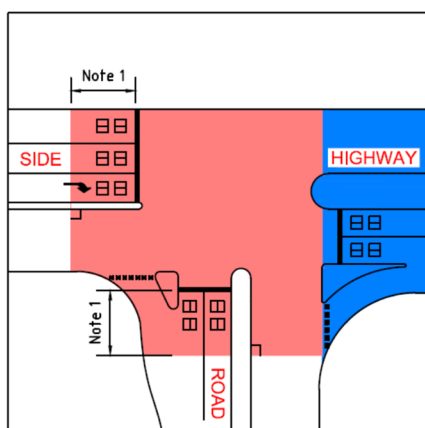
Signalised

Figure 6: Three way intersection - Highway is continuing road on different legs (signalised)

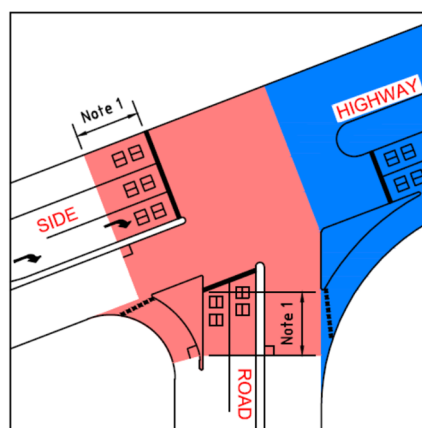


Note 1 - 10m from STOP Line or 1m beyond Traffic Signal Loop, whichever is greater

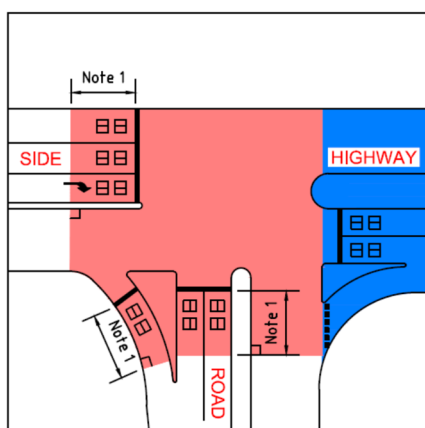
Note 2 - 10m from through kerbline



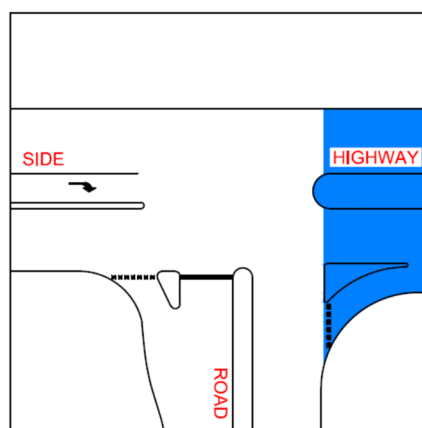
Signalised



Signalised

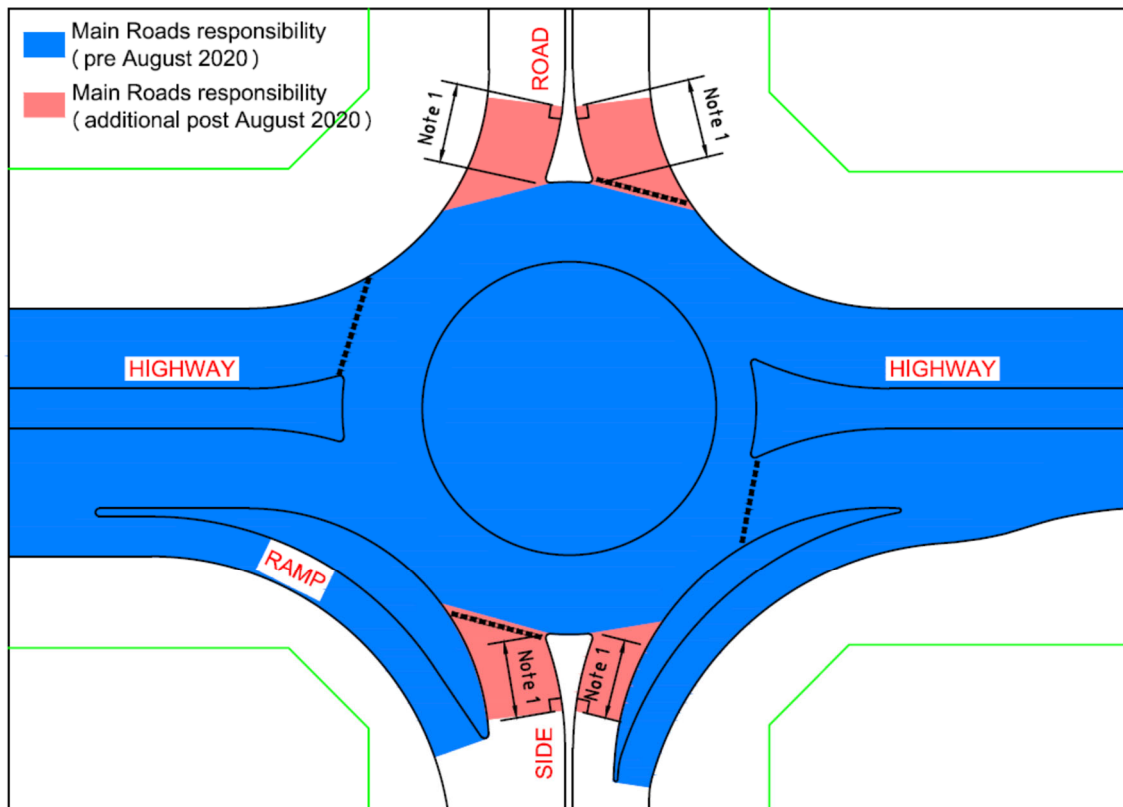


Signalised



Non-signalised

Figure 7: Three way intersection - Side road is continuing road on different legs (signalised and non-signalised)



Note 1 - 10m from nose of median island

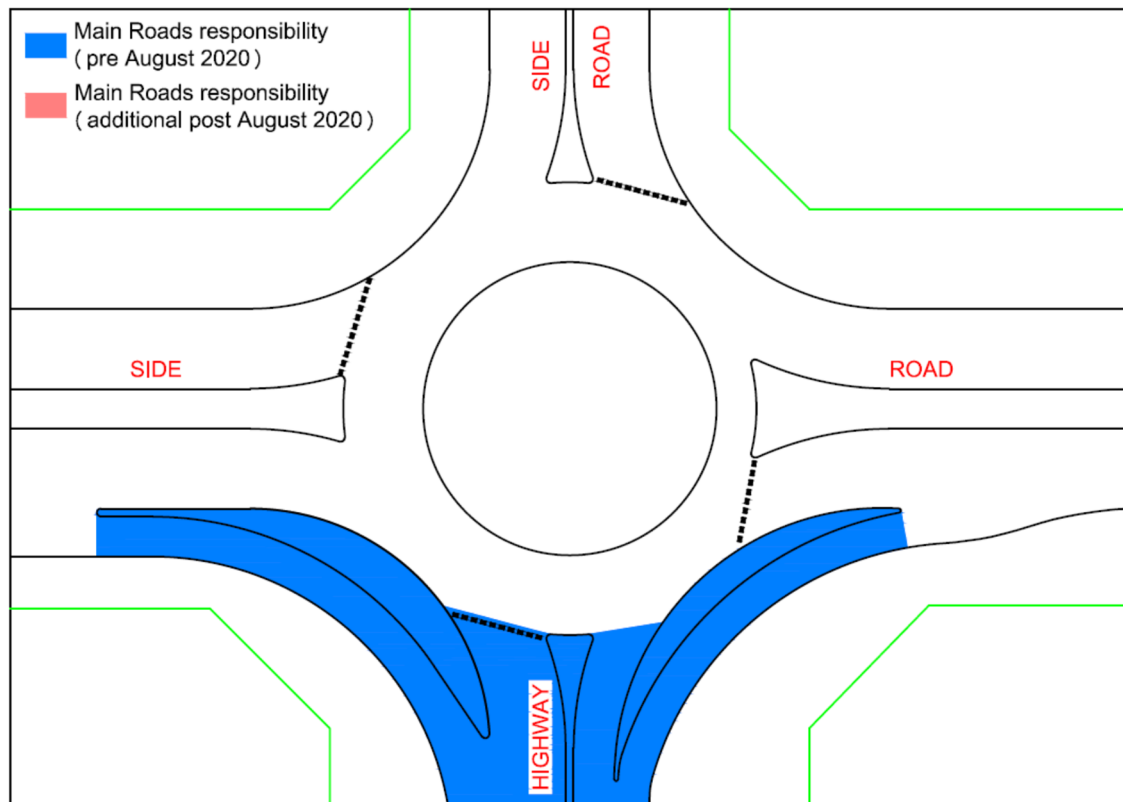


Figure 8: Four way roundabout and four way roundabout Highway terminating

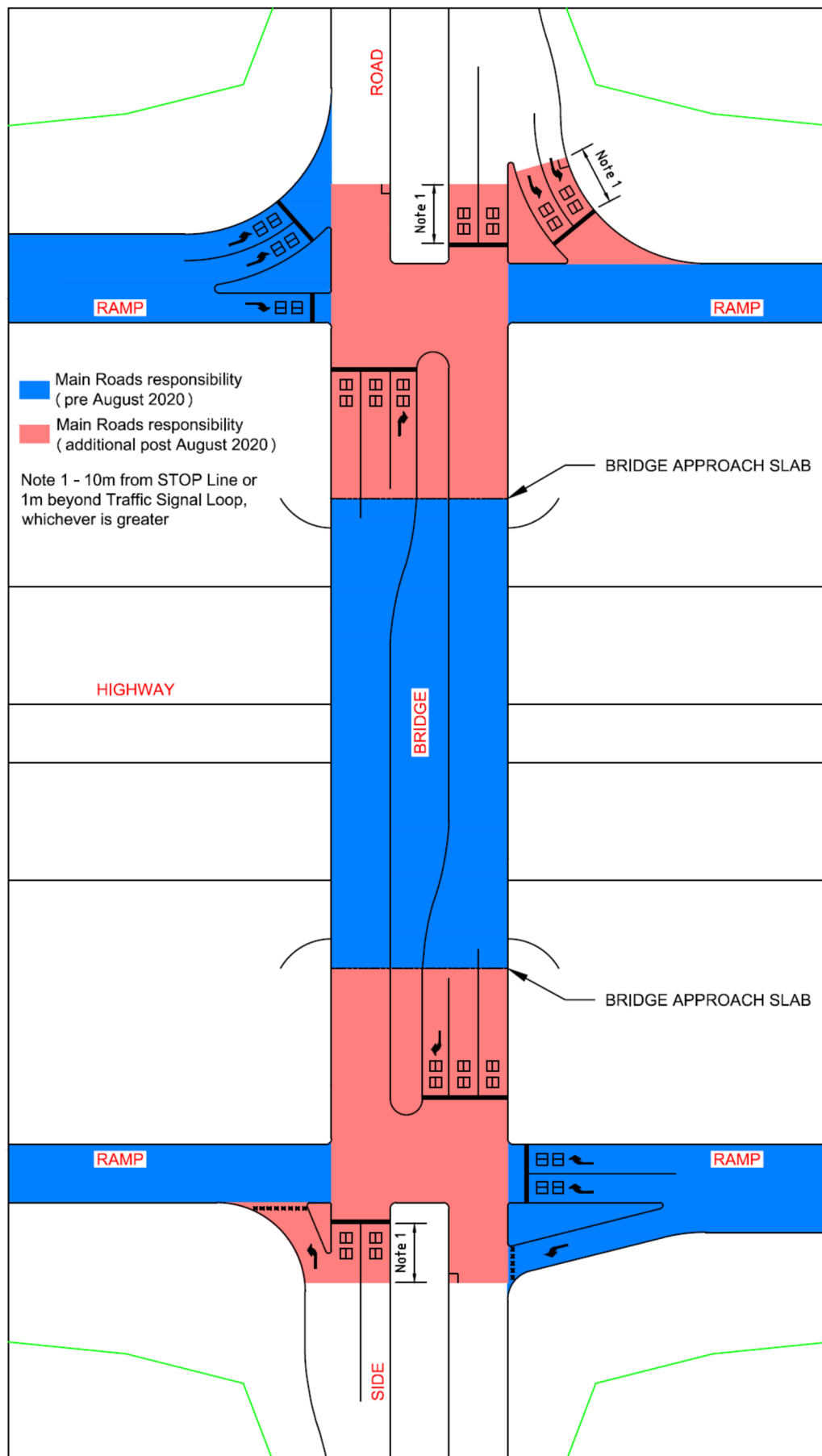


Figure 9: Grade separated interchange - Highway under Side Road

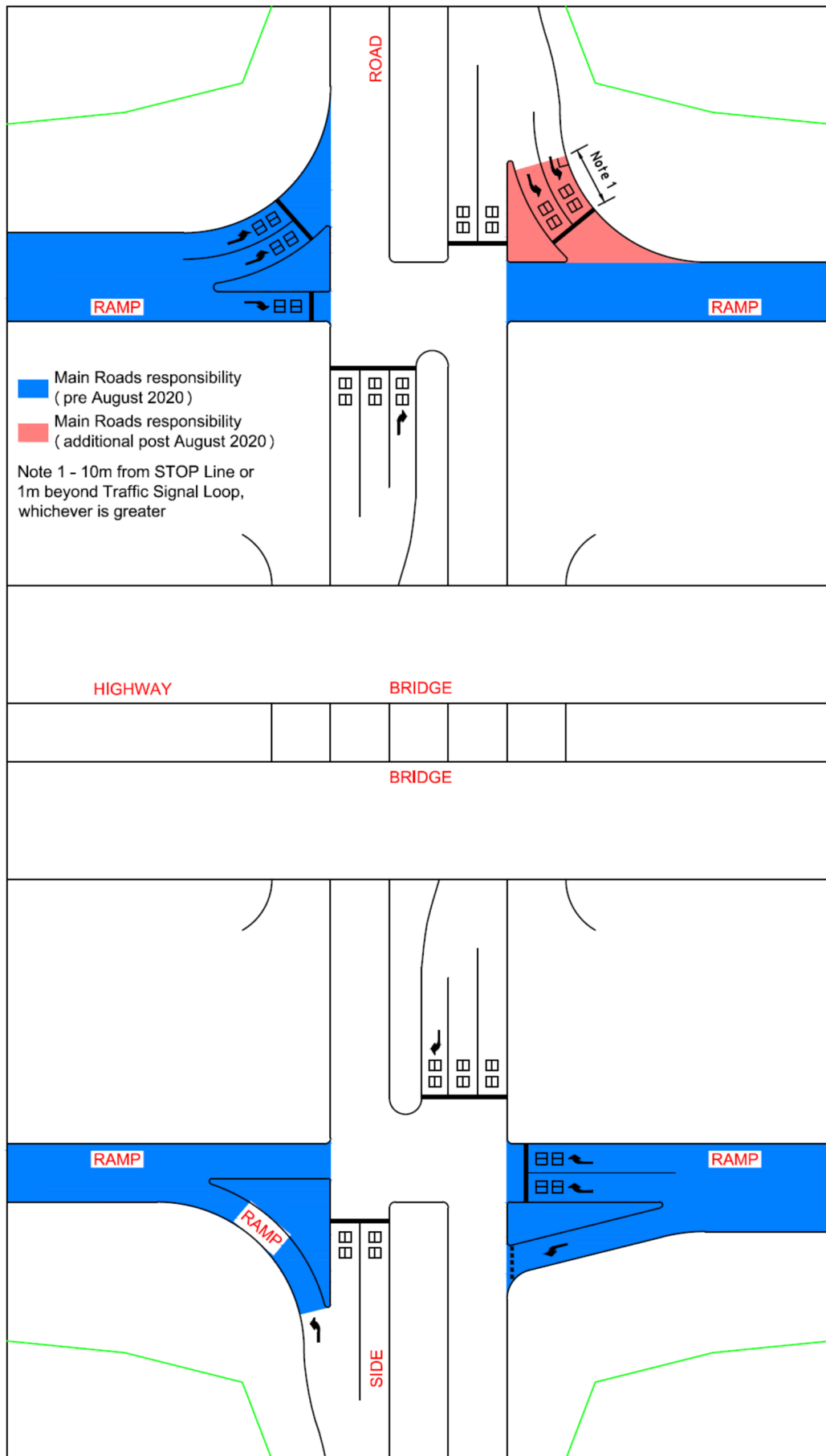
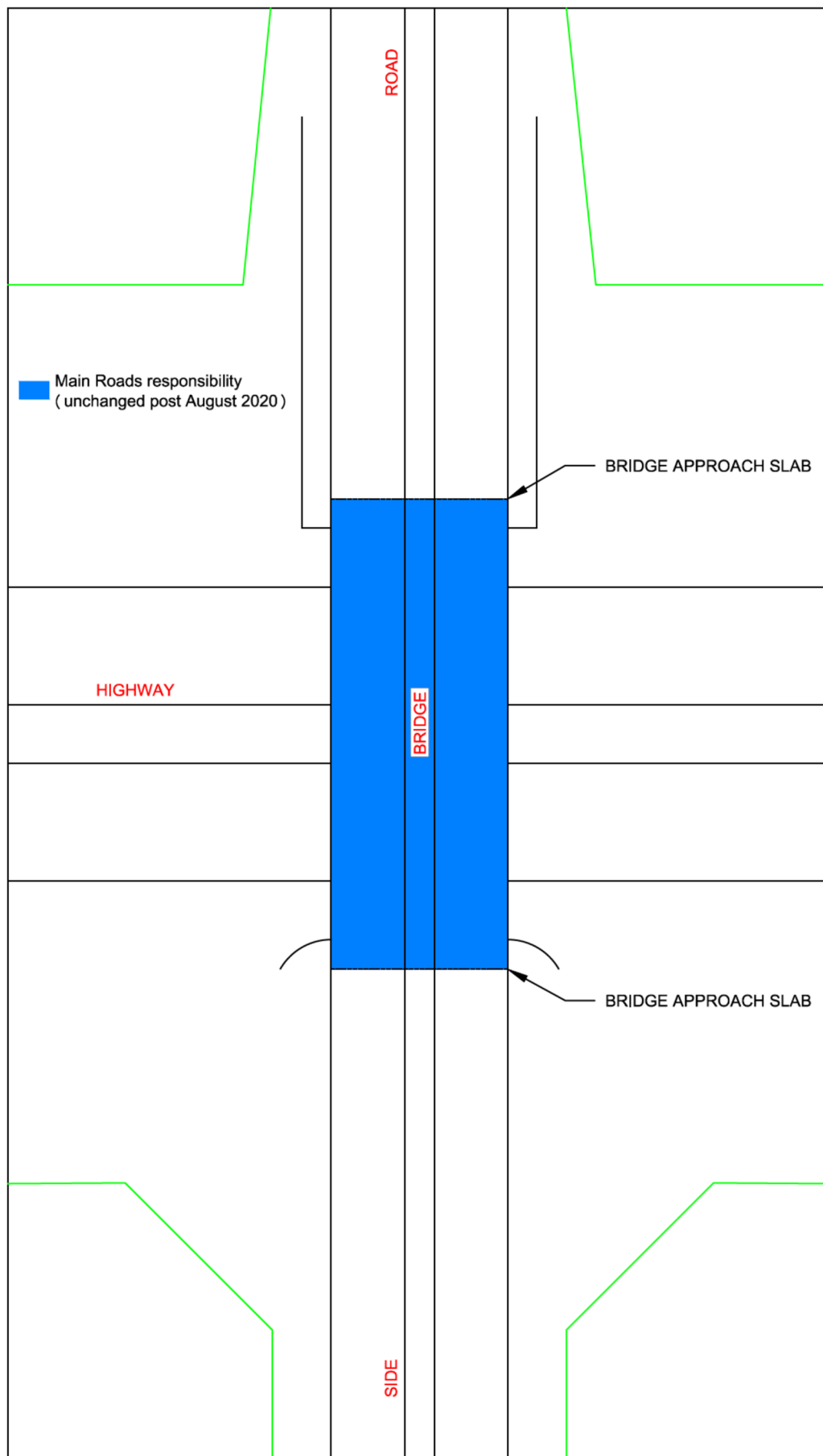


Figure 10: Grade separated interchange - Highway over Side Road



*Figure 11: Grade separated flyover - Highway under Side Road*

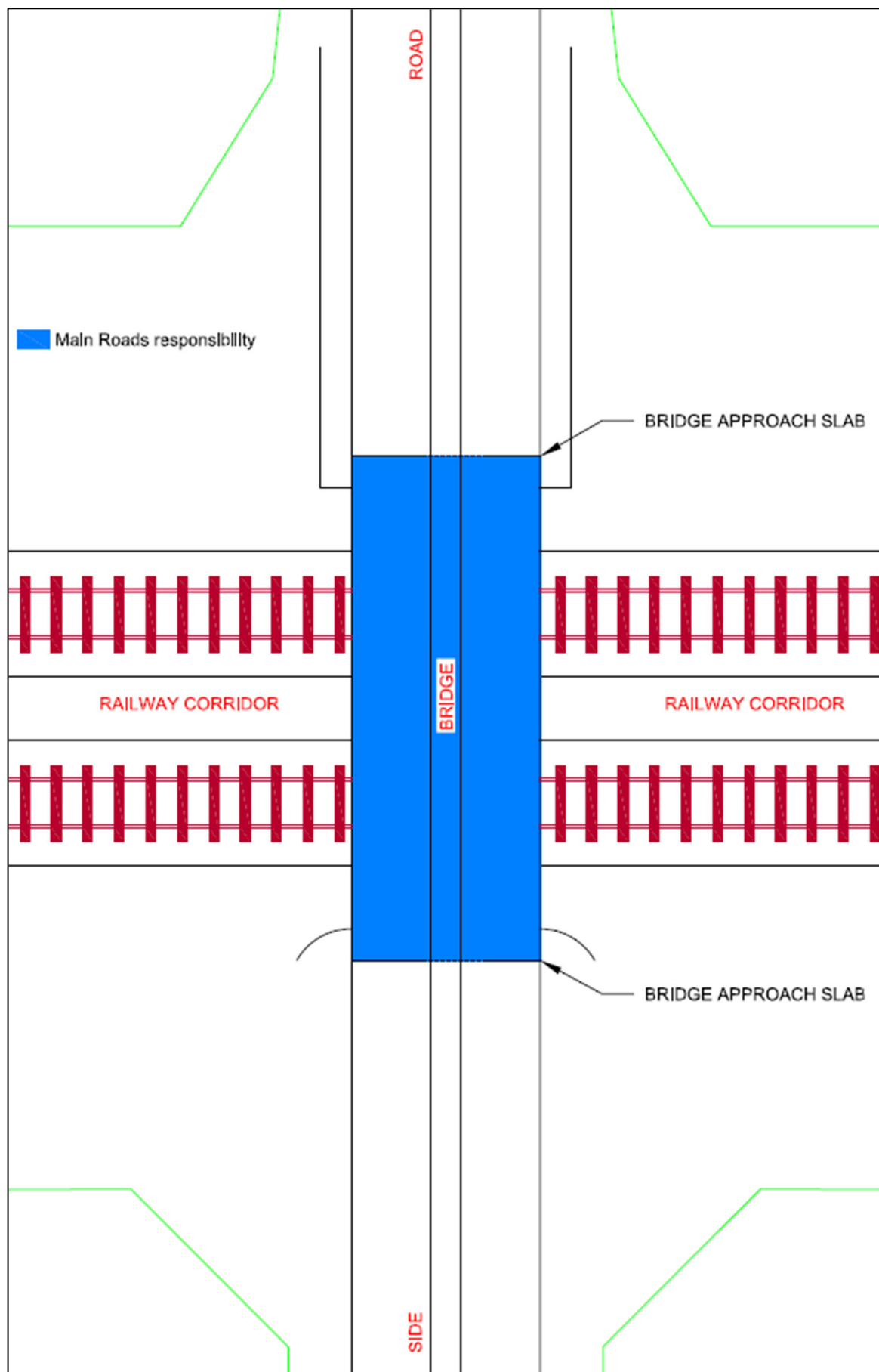


Figure 12: Grade Separated Flyover – Railway Under Side Road

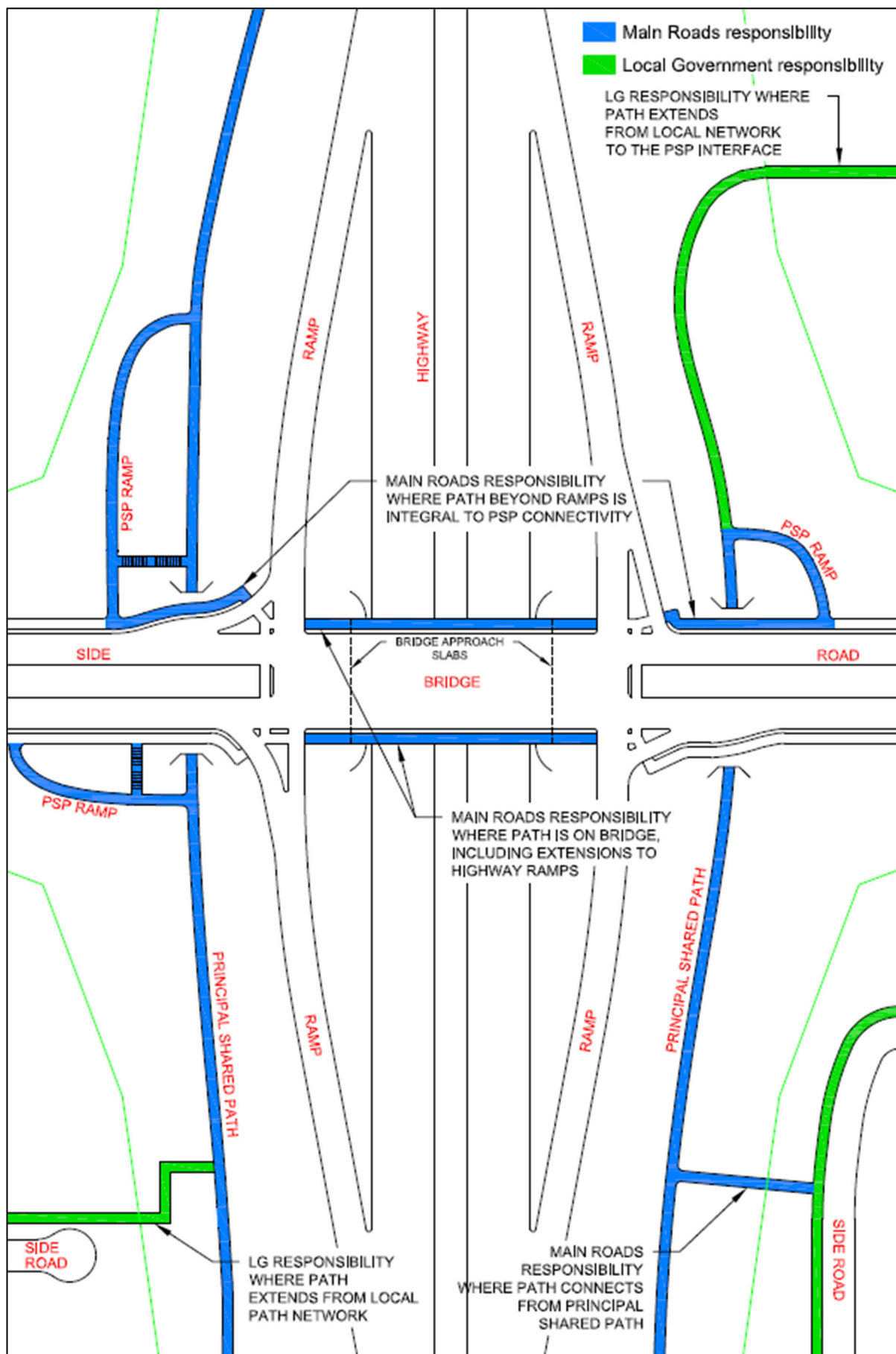


Figure 13: Principal Shared Path and Pathways



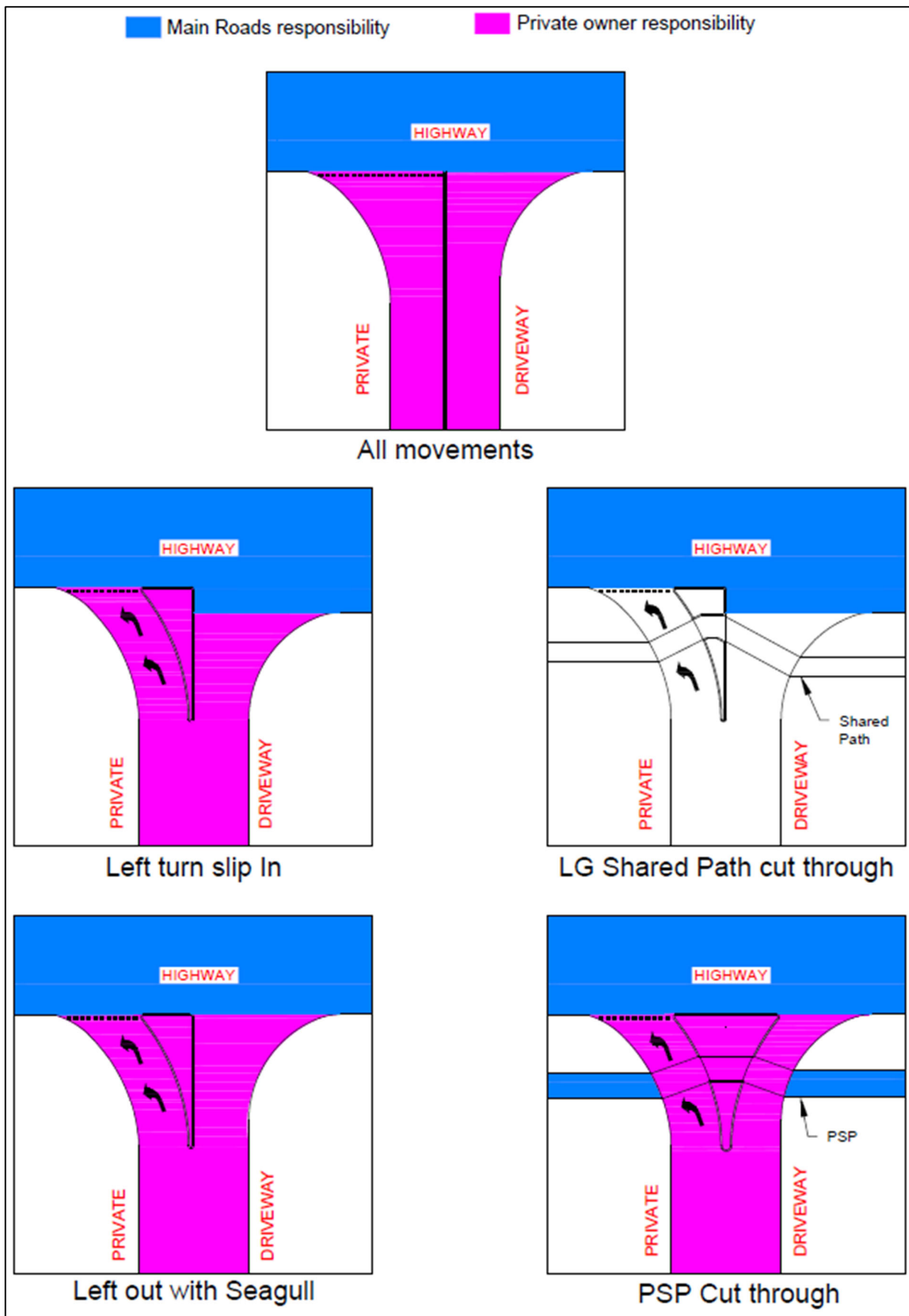


Figure 14: Private Driveway

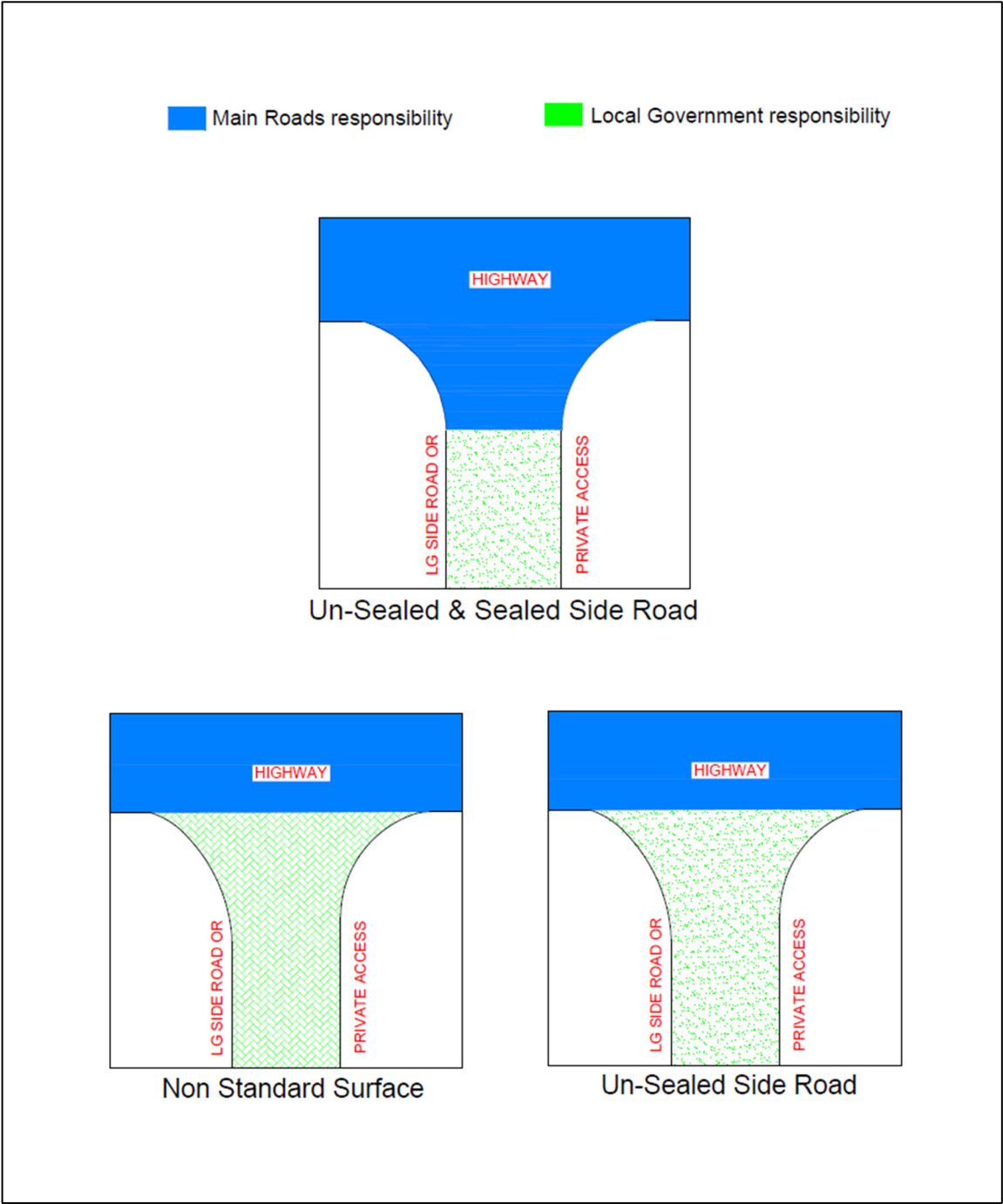
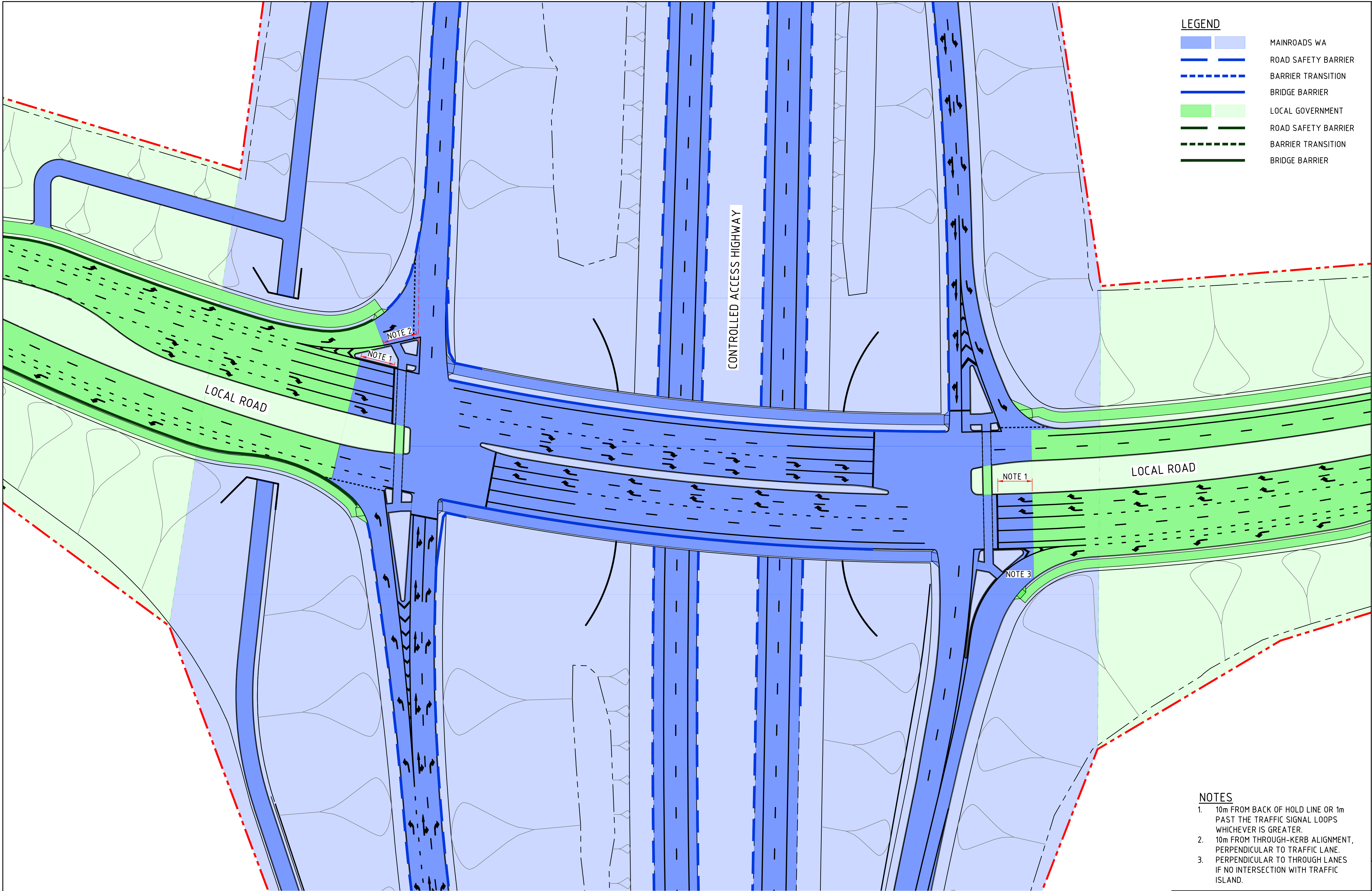




Figure 15: Unsealed and Non-standard surface treatment





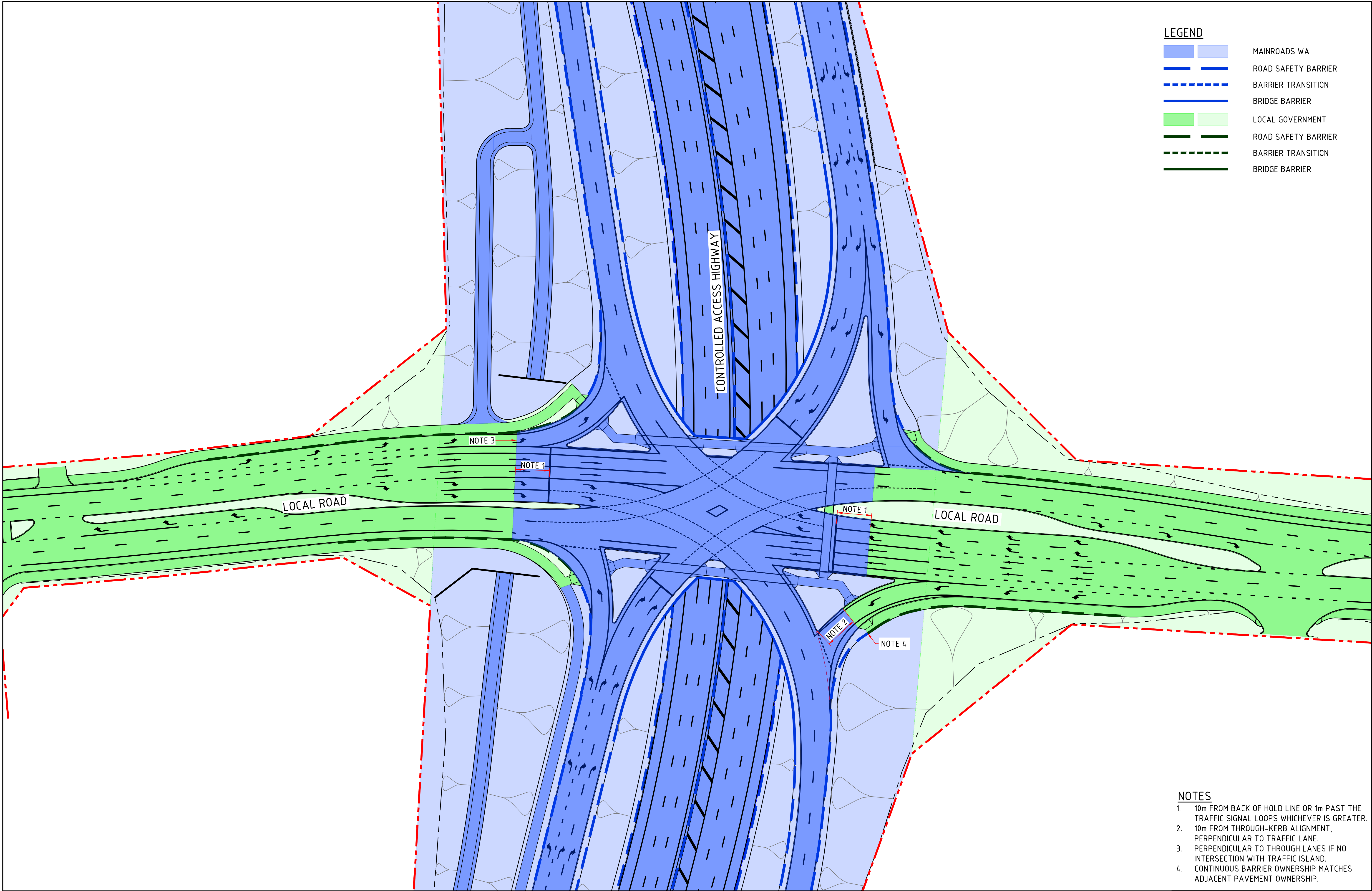
No.	DESCRIPTION	DATE
AMENDMENTS		

Figure 16: 201948-2851 Diamond interchange - state road under local road

 METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE METROPOLITAN REGION WATERLOO CRESCENT Telephone (08) 9323 4111	 DRAWN R. LUMBA VERIFIED G. WOODS APPROVED J. MILLER FILE NUMBER 19/1878
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GUIDELINE DRAWING OPERATIONAL BOUNDARIES GRADE SEPARATED INTERCHANGES DIAMOND INTERCHANGE STATE ROAD UNDER LOCAL ROAD	MRWA DRAWING NUMBER 201948-2851
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- LEGEND**
- MAINROADS WA
  - ROAD SAFETY BARRIER
  - BARRIER TRANSITION
  - BRIDGE BARRIER
  - LOCAL GOVERNMENT
  - ROAD SAFETY BARRIER
  - BARRIER TRANSITION
  - BRIDGE BARRIER

- NOTES**
- 10m FROM BACK OF HOLD LINE OR 1m PAST THE TRAFFIC SIGNAL LOOPS WHICHEVER IS GREATER.
  - 10m FROM THROUGH-KERB ALIGNMENT, PERPENDICULAR TO TRAFFIC LANE.
  - PERPENDICULAR TO THROUGH LANES IF NO INTERSECTION WITH TRAFFIC ISLAND.
  - CONTINUOUS BARRIER OWNERSHIP MATCHES ADJACENT PAVEMENT OWNERSHIP.

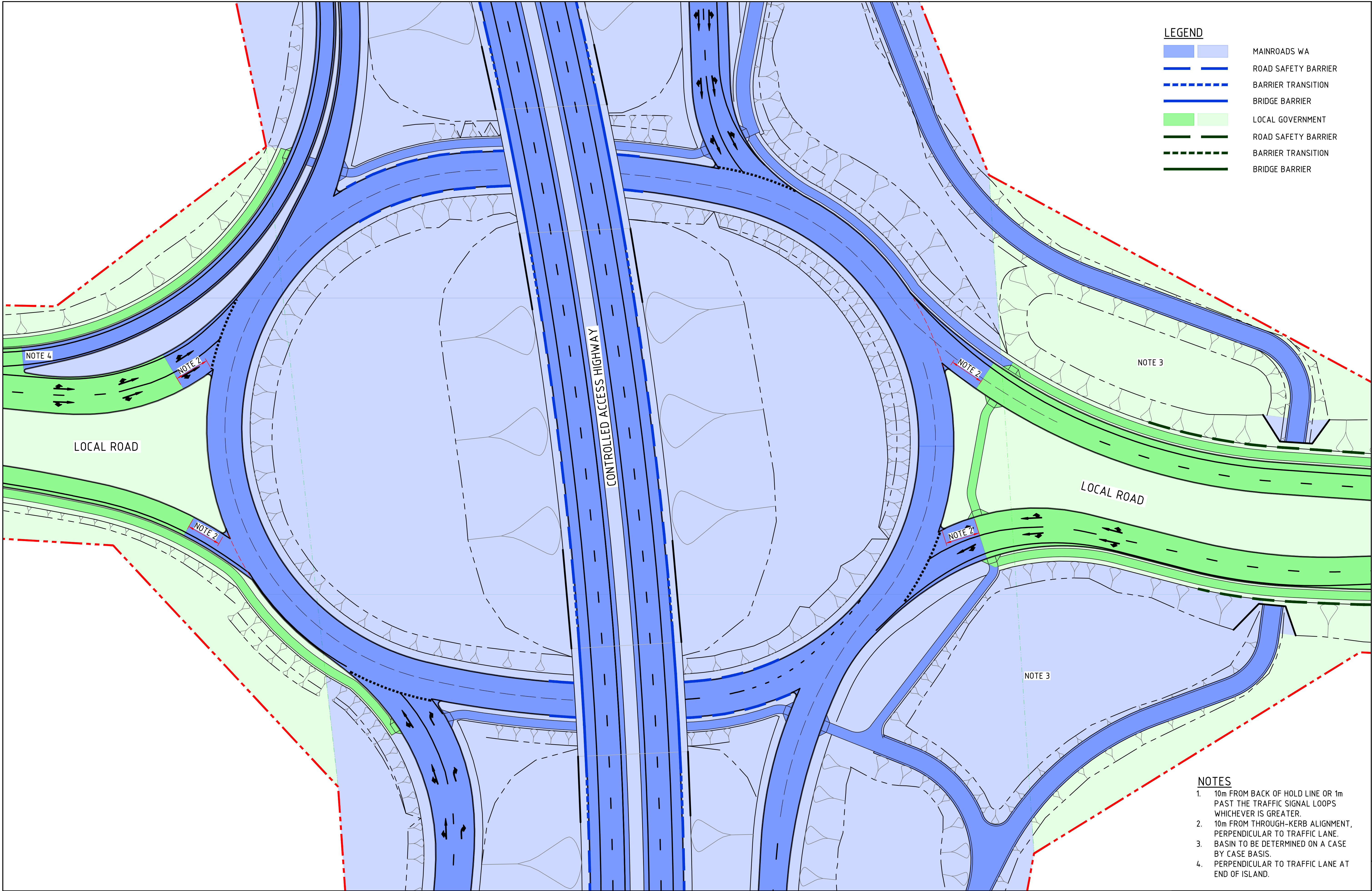
No.	DESCRIPTION	DATE
AMENDMENTS		

Figure 17: 201948-2852 Single point interchange - state road under local road

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METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE METROPOLITAN REGION	VERIFIED G. WOODS
WATERLOO CRESCENT Telephone (08) 9323 4111	APPROVED J. MILLER
East Perth 6004 Fax (08) 9323 4430	FILE NUMBER 19/1878

GUIDELINE DRAWING
OPERATIONAL BOUNDARIES
GRADE SEPARATED INTERCHANGES
SINGLE POINT INTERCHANGE
STATE ROAD UNDER LOCAL ROAD
MRWA DRAWING NUMBER 201948-2852







- LEGEND**
- |                     |                     |
|---------------------|---------------------|
| [Blue Box]          | MAINROADS WA        |
| [Blue Line]         | ROAD SAFETY BARRIER |
| [Dashed Blue Line]  | BARRIER TRANSITION  |
| [Blue Line]         | BRIDGE BARRIER      |
| [Green Box]         | LOCAL GOVERNMENT    |
| [Green Line]        | ROAD SAFETY BARRIER |
| [Dashed Green Line] | BARRIER TRANSITION  |
| [Green Line]        | BRIDGE BARRIER      |

- NOTES**
- 10m FROM BACK OF HOLD LINE OR 1m PAST THE TRAFFIC SIGNAL LOOPS WHICHEVER IS GREATER.
  - 10m FROM THROUGH-KERB ALIGNMENT, PERPENDICULAR TO TRAFFIC LANE.
  - BASIN TO BE DETERMINED ON A CASE BY CASE BASIS.
  - PERPENDICULAR TO TRAFFIC LANE AT END OF ISLAND.

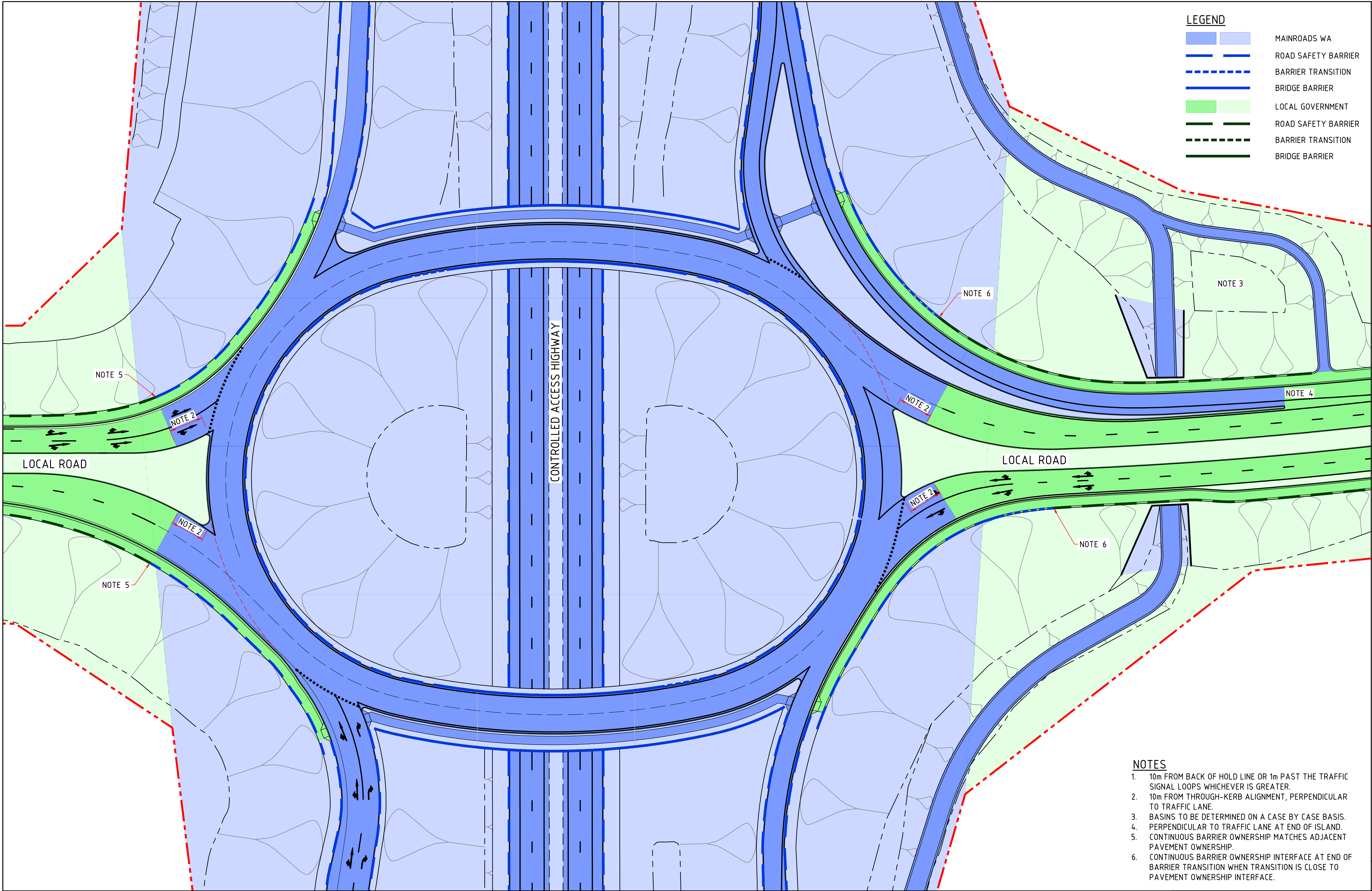
No.	DESCRIPTION	DATE
AMENDMENTS		

Figure 18: 201948-2853 Roundabout interchange - state road over local road

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GUIDELINE DRAWING OPERATIONAL BOUNDARIES GRADE SEPARATED INTERCHANGES ROUNDBOUT INTERCHANGE STATE ROAD OVER LOCAL ROAD	MRWA DRAWING NUMBER 201948-2853
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- NOTES**
- 1. 10m FROM BACK OF HOLD LINE OR 1m PAST THE TRAFFIC SIGNAL LOOPS WHICHEVER IS GREATER.
  - 2. 10m FROM THROUGH-KERB ALIGNMENT, PERPENDICULAR TO TRAFFIC LANE.
  - 3. BASINS TO BE DETERMINED ON A CASE BY CASE BASIS.
  - 4. PERPENDICULAR TO TRAFFIC LANE AT END OF ISLAND.
  - 5. CONTINUOUS BARRIER OWNERSHIP MATCHES ADJACENT PAVEMENT OWNERSHIP.
  - 6. CONTINUOUS BARRIER OWNERSHIP INTERFACE AT END OF BARRIER TRANSITION WHEN TRANSITION IS CLOSE TO PAVEMENT OWNERSHIP INTERFACE.

No.		DESCRIPTION	DATE
		AMENDMENTS	

Figure 19: 201948-2854 Roundabout interchange - state road under local road



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METROPOLITAN REGION

WATERLOO CRESCENT  
Telephone (08) 9323 4111

East Perth 6004  
Fax (08) 9323 4430

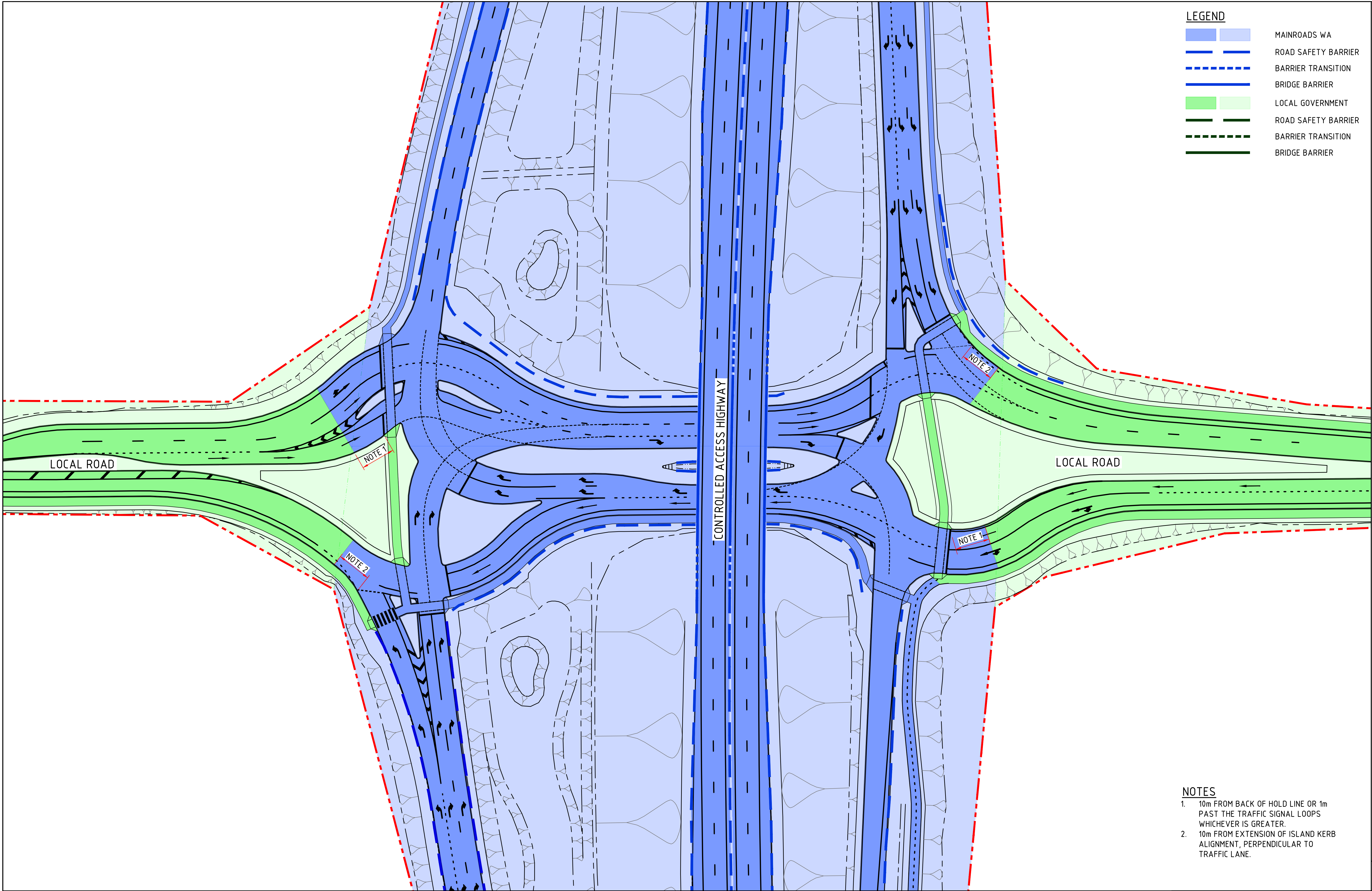
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VERIFIED	G. WOODS
APPROVED	J. MILLER
FILE NUMBER	19/1878

GUIDELINE DRAWING

OPERATIONAL BOUNDARIES  
GRADE SEPARATED INTERCHANGES  
ROUNABOUT INTERCHANGE  
STATE ROAD UNDER LOCAL ROAD

MRWA DRAWING NUMBER  
**201948-2854**






**LEGEND**

[Blue Box]	MAINROADS WA
[Blue Line]	ROAD SAFETY BARRIER
[Dashed Blue Line]	BARRIER TRANSITION
[Blue Line]	BRIDGE BARRIER
[Green Box]	LOCAL GOVERNMENT
[Green Line]	ROAD SAFETY BARRIER
[Dashed Green Line]	BARRIER TRANSITION
[Green Line]	BRIDGE BARRIER

- NOTES**
1. 10m FROM BACK OF HOLD LINE OR 1m PAST THE TRAFFIC SIGNAL LOOPS WHICHEVER IS GREATER.
  2. 10m FROM EXTENSION OF ISLAND KERB ALIGNMENT, PERPENDICULAR TO TRAFFIC LANE.

No.	DESCRIPTION	DATE
AMENDMENTS		

Figure 20: 201948-2855 Tennis ball interchange - state road over local road



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FILE NUMBER	19/1878

GUIDELINE DRAWING

OPERATIONAL BOUNDARIES

GRADE SEPARATED INTERCHANGES

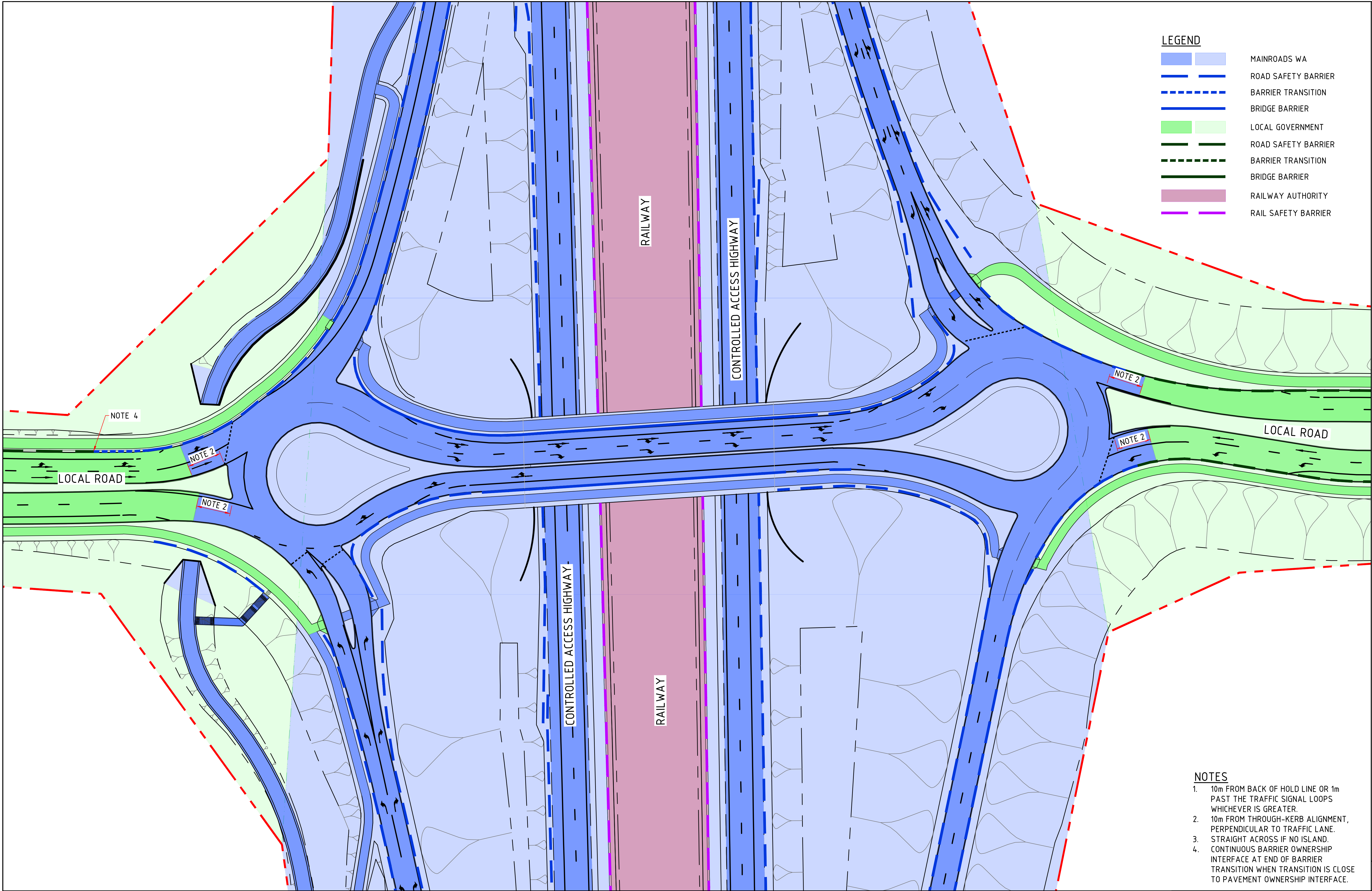
TENNIS BALL INTERCHANGE

STATE ROAD OVER LOCAL ROAD


MRWA DRAWING NUMBER

201948-2855





		GUIDELINE DRAWING	
		OPERATIONAL BOUNDARIES	
		GRADE SEPARATED INTERCHANGES	
		DOGBONE INTERCHANGE	
		STATE ROAD UNDER LOCAL ROAD	
		MRWA DRAWING NUMBER	
		201948-2856	
		A 1	

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		VERIFIED G. WOODS	
		APPROVED J. MILLER	
		FILE NUMBER 19/1878	

No.	DESCRIPTION	DATE
AMENDMENTS		



## Appendix 2 – Main Roads WA Driveway Policy Section 4.1.11

### 4.1.11 Maintenance

Maintenance of the driveway (including any drainage structures and headwalls) shall be the responsibility of the property owner. Main Road will maintain all vegetation within the road reserve but the **cost** of maintenance of vegetation associated with vehicle sight lines for the driveway will be recovered from the driveway owner.

For the approval, supply, installation, and maintenance of service signs and tourist signs, refer to Main Roads Policy and Application Guidelines for Tourist and Service Signs. In general, Main Roads will approve, supply, install, and maintain service signs (such as mine site signs) at the service owners cost.

Main Roads shall maintain all drainage flow, traffic signals, traffic signs, pavement markings and vegetation within the road reserve.