

<b>Policy No.:</b>	IS013	<b><i>IS013 – Street and Public Place Lighting Policy</i></b>
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<b>Adopted by:</b>	Moorabool Shire Council	

## 1. Purpose and Scope of the Policy

The purpose of this policy is to:

- Establish clear guidelines and principles for the provision of street and public place lighting which is conducive to the safe movement of vehicular and pedestrian traffic at night.
- Create an environment of public safety and security through the provision of street and public place lighting.
- Provide guidance in relation to the standard and types of lighting to be provided within new developments.
- Ensure new lighting installed is generally in accordance with relevant Australian Standards and Road Design Guidelines.
- To consider energy efficiency and ongoing operation and maintenance costs of public lighting.

## 2. Policy

### 2.1 Introduction

Moorabool Shire Council has growing number of urban roads and a responsibility to provide a safe environment for its community where practicable. Part of this responsibility relates to the provision of an environment that is conducive to the safe and effective movements of vehicle and pedestrian traffic at night and the discouragement of illegal and anti-social acts.

Road lighting is acknowledged to be an effective road safety measure at appropriate locations. The decision to provide lighting depends on many factors and can be complex although it is generally accepted that urban and residential areas are publically lit. Lighting is a relatively low cost initial road safety treatment, but requires an ongoing financial commitment and has environmental impacts.

The most common street lamp throughout Moorabool is the 80-Watt Mercury Vapour street light (80W MV). Energy efficient lighting that provides a suitable alternative to MV is on the market and current technology in this field continues to evolve.

This policy articulates the guidelines and principles for the provision of street and public place lighting within the Shire. The policy also provides guidance in relation to the standard and types of lighting to be provided within new developments.

### 2.2 Warrants

Urban areas and rural townships typically contain public lighting for safety due to increased pedestrian activity. Arterial roads, some rural intersections and car parks may

also contain lighting. The level of lighting will depend on whether its purpose is for pedestrian or vehicle movements.

Generally, Moorabool may apply one of the following levels of lighting to roads:

- Lighting of urban and township areas accordance with AS/NZS 1158:2010 Lighting for roads and public spaces.
- No lighting based on road safety.
- Flag+ lighting. At appropriate intersections the provision of a small number of luminaires may be provided to indicate the presence and location of the intersection without providing lighting to any particular level.

### 2.3 Policy Objectives

To provide:

- Consideration of the following key principles in the provision of adequate lighting levels to meet the needs of the community;
  - Safety and security
  - Quality, consistency, reliability and functionality
  - Energy efficiency
  - Life cycle costing
  - Ease of maintenance and replacement
  - Australian Standards and Road Design Guidelines
- A consistent and equitable approach in the assessment of requests for street lighting throughout the municipality.
- Guidance to developers in relation to the standard and types of lighting to be provided within new developments.
- Solutions that are cost effective, affordable and of a standard that meets community expectations.
- A mechanism to ensure the cost of the provision of street lighting in new subdivisions shall be recouped from the subdivision developers including all design and implementation costs.

### 2.4 Policy Implementation

#### New Public Lighting

- New street and public place lighting installations will aim to be consistent with the minimum requirements specified by AS/NZS 1158:2010, Lighting for Roads and Public Spaces. Where possible, the provision of street and public place lighting will be in accordance with the lighting categories specified being;
  - Category V Lighting                      applicable to roads on which the visual requirements of motorists are dominant (eg traffic routes)
  - Category P Lighting                      applicable to roads on which the visual requirements of pedestrians are dominant

#### Public Lighting in Existing Areas

- Existing residential and township areas that don't currently meet relevant standards will not be proactively retrofitted for economic and fiscal reasons. Requests for additional lighting in these areas will be assessed and installed on merit within resource constraints.

### Lighting Standards

- Minor Roads and Public Space (Category P Lighting) - Category P lighting is applicable to minor roads, car park and public space where the visual requirements of pedestrians and cyclist movements rather than motor vehicles are dominant. Minor roads are local roads and collector roads that carry a low volume of traffic. Category P lighting is provided for pedestrians, not motorists. However, the lighting of local area traffic management devices such as speed humps etc. may be required for approach visibility to motorists.
- Traffic Routes such as Arterial, Link and some Collector roads (Category V Lighting) . Category V lighting performance and design requirements is applicable on these roads and shall focus on visibility requirements for the motorist that carries a moderate to high volume of traffic. Category V lighting may also apply to some intersection treatments.
- Declared Main Roads . the level of lighting will be in accordance with VicRoads requirements and Australian Standards.
- Retail Commercial areas including shopping strips . lighting shall not be less than that prescribed for that classification of street however an above standard installation may be appropriate in instances where high night time pedestrian activity is anticipated.

### Rural Intersections

- The provision of flag+ lighting at appropriate intersections consisting of a small number of luminaires may be provided to indicate the presence and location of the intersection without providing lighting to any particular level.
- The provision of rural intersection street lighting will be dependent on a demonstrated road safety need and/or crash history, the availability of low voltage power supply and funding constraints.

### Energy Efficiency

- Where approved by the electricity distribution business as bring acceptable for the street lighting network, energy efficient public lighting luminaries and lamps shall be used for any new or replacement fittings. These luminaries must comply with AS/NZS 1158:2010.
- Investigation and consideration of street and public place lighting technology will occur to promote the concepts of reduced energy consumption and greenhouse gas emission reduction. Council's street lighting should have regard to emerging technologies and Council's ability to use alternative lights to reduce the use of electricity.
- Current MV lamps that require replacement will be replaced with an energy efficient alternative that has approved by the electricity distribution business. These luminaries must comply with AS/NZS 1158:2010.

### Bulk Lamp Changeover

- Options for a bulk lamp changeover of Council's street lighting network to be assessed for economic and payback merits, and be pursued as funding opportunities arise.

### Financial Responsibilities

- The cost of the provision of public place lighting associated with Council controlled public places will be borne by Council.
- Electricity usage is unmetered and consumption of street and public lighting is calculated by the regulator. Council will be responsible for electricity tariffs via an electricity retailer sourced competitively.

- Maintenance, including the replacement of lamps and other luminaire parts on standard light fixtures as required are undertaken by the electricity distributor and are paid by Council in the form of an annual tariff (Operation and Maintenance Charge) as calculated by the distributor via the regulator.
- Cost of arterial road lighting will be shared between VicRoads and Council as outlined in the Road Management Act.
- The cost of the provision of street lighting in new subdivisions to full operation shall be borne by the subdivision developers including all design and implementation costs.
- The cost of the provision of public place lighting associated with privately owned and controlled public places (eg. Shopping centres) will be borne by the private owners.

### Non Standard Equipment

- Developers occasionally wish to install non-standard or decorative style road lighting schemes. These schemes often result in the fixtures and fittings not being covered as part of the ongoing Distributor Operation and Maintenance tariff.
- The use of non-standard public light poles and fittings located within road reserves in new subdivisions where Council is the Responsible Authority will not be supported for economic and fiscal reasons.
- Painted light poles will be permitted subject to the written correspondence from the Distributor that replacement will occur with the current Operation and Maintenance tariff.

### Other

- Requests for street lighting will be assessed using professional engineering judgement and considering the needs and particular features of the area. The assessment will include seeking opportunities to select energy efficient public lighting luminaires and lamps.
- Requests for public lighting will only be considered where the lighting is in a public place, that is, any place managed by Council that the public has unrestricted access to. The lighting must not be associated with revenue earning or with any commercial enterprise of either a private or public nature.
- Public requests regarding malfunctioning street lights will be forwarded to the distributor.

### **3. Process**

The street and public place lighting process may be initiated by Council representatives, members of the public, residents within the area, developers or Council officers. The outcome of proposals will depend to a large degree on available funding and cash flow resources.

### **4. Related Legislation/Policies/Guidelines**

- Australian/New Zealand Standard AS/NZS 1158: 2010 Lighting for roads and public places
- Local Government Act 1989 and subsequent amendments
- Community Engagement Framework
- Council Policies
- Infrastructure Design Manual
- IPWEA Practice Note 11: Towards more sustainable street lighting, 2014

- Austroads Guide to Road Design . Part 6B; Roadside Environment (2009)
- VicRoads Traffic Engineering Manual Volume 1, Chapter 6

Ensure new lighting installed is generally in accordance with relevant Australian Standards and Road Design Guidelines.

### 5. Council Plan Reference – Key Performance Area

Key Result Area 3      Enhanced Infrastructure and Natural and Built Environment

Ensure current and future infrastructure meets the needs to the community

Construct physical infrastructure to appropriate standards.

### 6. Review

This policy will be reviewed in 2020.

### 7. Definitions

<b>AS/NZS 1158</b>	Australian Standards . Lighting for roads and public spaces
<b>Standard Lighting</b>	A lamp, luminaire, mounting bracket, public lighting pole, supply cable or control equipment used by or acceptable to a distributor.
<b>Non Standard Lighting</b>	Any of the following public lighting components not acceptable to a distributor - lamp, luminaire, mounting bracket, public lighting pole and ancillary components
<b>Property</b>	Refers to property in the form of land.
<b>Council</b>	Moorabool Shire Council
<b>Shire</b>	The Moorabool municipality, its Councillors, Council staff, residents and ratepayers.
<b>MV</b>	Mercury Vapour