

## ROAD, STREET AND PUBLIC PLACE LIGHTING PRIORITISATION GUIDELINE

### 1 **Scope:**

This guideline applies to all road, street and public place lighting located in roads, streets and public places under the jurisdiction of Rockhampton Regional Council and within the Rockhampton Regional Council area.

### 2 **Purpose:**

To provide guidance and instruction on the prioritisation of road, street and public place lighting to be provided within existing Council owned and controlled public places in existing developed areas.

### 3 **Related Documents:**

#### **Primary**

Road, Street and Public Place Lighting Policy

#### **Secondary**

*Local Government Act 2009*

Australian/New Zealand Standard AS/NZS 1158 Set: 2010 Lighting for Roads and Public Spaces

Capricorn Municipal Development Guidelines

Road, Street and Public Place Lighting Procedure

Road, Street and Public Lighting Priority Provisional Standards

### 4 **Definitions:**

To assist in interpretation, the following definitions apply:

AADT	Annual Average Daily Traffic
Council	Rockhampton Regional Council
LATM	Local Area Traffic Management
Public Place	As per section 125(5) of the <i>Local Government Act 2009</i> : A public place is a place, or that part of a place, that – (a) is open to the public; or (b) is used by the public; or (c) the public is entitled to use; whether or not on payment of money.

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Road	As per section 59 of the <i>Local Government Act 2009</i> : (a) an area of land that is dedicated to public use as a road; or (b) an area of land that: (i) is developed for, or has as one of its main uses, the driving or riding of motor vehicles; and (ii) is open to, or used by, the public; or (c) a footpath or bicycle path; or (d) a bridge, culvert, ford, tunnel or viaduct. However, a <b>road</b> does not include: (a) a State-controlled road; or (b) a public thoroughfare easement.
Street	A public thoroughfare, usually paved, in a village, town or city, including the sidewalk or sidewalks.
The Relevant Australian Standards	AS/NZS 1158 Set: 2010 Lighting for Roads and Public Spaces.

## 5 Guideline:

The installation of road, street and public place lighting in compliance with the relevant Australian Standard will be cost prohibitive for Council in the short to medium term without severely impacting on other capital funding priorities. Through Council's Road, Street and Public Place Lighting Policy and Procedure, Council intends to prioritise and stage installation of public lighting in areas it is responsible for, through the use of provisional standards in order to ultimately comply with the relevant Australian Standard over a period of time.

In assessing a request for installation of additional lighting, Council will take into account relevant factors such as:

- The proportion of night time use of the road/facility;
- Volumes of vehicles;
- Pedestrian and cycle activity and their interaction during night time use;
- Historical or expected night accident or incident rate;
- Environmental impacts associated with spill lighting and glare; and
- The competing needs of other Council controlled roads or facilities.

The following weighting and rating system can be utilised to assist in this assessment.

### 5.1 Dominant Visual Requirement Weighting

Dominant visual requirement is the weighting assigned to give greater priority to the situations where the visual requirements (to see and be seen) of pedestrians dominate over those of other users.

Visual requirements of pedestrians are dominant – 120%

Visual requirements of motorists are dominant – 100%

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**Adopted/Approved:** Adopted, 23 November 2010  
**Version:** 1  
**Reviewed Date:** 12 December 2017

**Department:** Regional Services  
**Section:** Engineering Services  
**Page No.:** Page 2 of 5

## 5.2 Relevant Factors

Assessment criteria have been provided for each of the relevant factors. The assessment criteria have been provided to demonstrate the intent for assessment for the relevant factors and should be used as a guide only in allocating ratings. Each criterion has been provided with high, medium or low ratings with associated scores being as follows:

High – 3

Medium – 2

Low – 1

### 5.2.1 Proportion of Night Time Use – 100%

A subjective assessment rated out of 100% of the likely period of use of the site during night time hours.

High – In an area that is subject to consistent night time use, i.e. a commercial area with regular night club activity over a significant span of night time hours.

Medium – In an area that is subject to periodic night time use, i.e. a carpark to a public theatre.

Low – In an area that is subject to occasional/sporadic night time use, i.e. an unconstructed footpath in a suburban street.

### 5.2.2 Volume of Pedestrian/Cycle/Motorist Activity – 100%

A subjective assessment rated out of 100% of the volume of pedestrian, cycle and motorist activity backed by data if available of anticipated level of night time use and dependent on dominant visual requirements.

#### 5.2.2.1 Pedestrian Dominance

High – Pathways within or directly connecting to high night time use areas.

Medium – Pathways within or directly connecting to medium night time use areas.

Low – Pathways within or directly connecting to low night time use areas.

#### 5.2.2.2 Motorist Dominance

High – A road with greater than 20% of its AADT between the hours of 6am to 6pm.

Medium – A road with between 10% to 20% of its AADT between the hours of 6am to 6pm.

Low – A road with less than 10% of its AADT between the hours of 6am to 6pm.

### 5.2.3 Interaction with other Users – 100%

An assessment rated out of 100% of the consequences of inappropriate interaction between all users of the site.

High – Vehicle/Pedestrian or Vehicle/Cyclist interaction.

Medium – Vehicle/Vehicle interaction.

Low – Pedestrian/Pedestrian or Cyclist/Pedestrian interaction.

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**Section:** Engineering Services  
**Page No.:** Page 3 of 5

#### 5.2.4 Accident/Incident History – 120%

An assessment rated out of 120% of the known accident or incident of a site through available data and anecdotal information provided by credible sources.

High – Substantiated history of accidents and/or incidents in the vicinity of the site.

Medium – Limited history of accidents and/or incidents in the vicinity of the site.

Low – No known history of accidents and/or incidents in the vicinity of the site.

#### 5.2.5 Accident/Incident Risk – 100%

An assessment rated out of 100% of the potential or heightened risk of an accident or incident happening at a site.

High – Substandard geometrical road features in an urban environment, intersections within an urban environment, public areas/ pathways/ parks and reserves that are completely isolated from any form of surveillance.

Medium - Substandard geometrical road features in a rural environment, intersections within a rural environment, pathway interconnecting elements, public areas/ pathways/ parks and reserves that are obscured from casual surveillance, existing pedestrian crossing facilities and LATMs, bus stops and taxi ranks, public carparks.

Low – Roads and streets with appropriate geometrical features, public areas/ pathways/parks and reserves that have opportunities for casual surveillance.

#### 5.2.6 Environmental Impacts – 100%

An assessment rated out of 100% of the potential or risk of causing undue nuisance to residents through light spill or glare at a site.

High – Minimal potential for impact of glare on adjacent residences.

Medium – Potential for impact of glare on adjacent residences, but may be able to be mitigated through glare control.

Low – High potential for impact of glare on adjacent residences, with some mitigation possible through glare control.

### 5.3 Assessment Scoring

Assessment Score = Total Relevant Factors Score x Dominant Visual Requirement Weight.

Where the Total Relevant Factors Score = Sum of (criteria score x factor weighting) for the total relevant factors.

## 6 Review Timelines:

This guideline will be reviewed when any of the following occur:

- (a) The related information is amended or replaced; or
- (b) Other circumstances as determined from time to time by the General Manager.

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**Section:** Engineering Services  
**Page No.:** Page 4 of 5

**7 Responsibilities:**

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Guideline Owner	Manager Engineering Services
Guideline Quality Control	Corporate Improvement and Strategy

**PETER KOFOD  
GENERAL MANAGER REGIONAL SERVICES**

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**Page No.:** Page 5 of 5