

ROAD, STREET AND PUBLIC OPEN SPACE LIGHTING PROVISIONAL STANDARDS GUIDELINE



1 Scope

This guideline applies to all road, street and public open space lighting located in existing roads, streets and public open space within existing developed areas and under the control of Rockhampton Regional Council and within the Region.

2 Purpose

The purpose of this guideline is to provide guidance and instruction on the provisional standards of road, street and public open space lighting to be provided within existing Council owned and controlled public open space in existing developed areas.

3 Related Documents

3.1 Primary

Road, Street and Public Open Space Lighting Policy

3.2 Secondary

Local Government Act 2009

Australian/New Zealand Standard AS/NZS 1158 (0-6) Lighting for Roads and Public Spaces

Capricorn Municipal Development Guidelines

Road, Street and Public Open Space Lighting Prioritisation Guideline

Road, Street and Public Place Open Space Procedure

4 Definitions

To assist in interpretation, the following definitions apply:

Council	Rockhampton Regional Council
LATM	Local Area Traffic Management
Major Traffic Route	Roads that have been designated as urban arterial or urban sub-arterial roads within Council's adopted road hierarchy where traffic volumes exceed 10,000 annual average daily traffic (AADT).
Public Open Space	Land held by the local government in freehold or leasehold, or as trustee of a reserve, that is generally accessible to the community and provides for a range of sport, recreation, cultural, entertainment or leisure pursuits.

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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 road 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 footpath or footpaths.
The relevant Australian Standards	AS/NZS 1158 (0-6) Lighting for Roads and Public Spaces

5 Guideline

Through Council's Road, Street and Public Open Space Lighting Policy and Procedure, Council intends to prioritise and stage installation of 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.

Council installs lights, subject to the prioritisation process, to the following provisional standards.

5.1 Urban Areas

5.1.1 Major Traffic Routes (Category V)

The following provisional standards apply to category V roads:

- (a) Existing intersections between V category roads – lighting to comply with AS/NZS1158 Road Lighting Category V.
- (b) Existing intersections of V category roads and minor roads – flag lighting depending on level of traffic usage and approach road configuration.
- (c) Sub-standard geometry – flag lighting of sharp bends or other non-compliant horizontal geometry that may compromise vehicle or pedestrian safety.
- (d) Existing pedestrian crossings/refuges and LATMs – provide appropriate level of lighting in accordance with the relevant Australian Standard.
- (e) Bus stops and taxi ranks – provide appropriate levels of lighting where safety and security of patrons would be compromised at night due to location in the environs.
- (f) General street lighting (infill lighting) – Council installs lights at a maximum of twice the spacing of that required by the relevant Australian Standard.

Cost shared lighting schemes may apply for some state controlled arterial roads with Department of Transport and Main Roads (TMR) contributing an amount in accordance with current agreements.

Where common property or private roads intersect with major traffic routes and traffic volumes may impact on safety at these intersections, Council assesses the need for appropriate lighting to be installed at the developer's/property owner's expense.

5.1.2 Minor Roads/Streets/Laneways (Category P)

The following provisional standards apply to category P roads:

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- (a) Existing intersections – flag lighting depending on level of traffic usage and approach road configuration.
- (b) Sub-standard geometry – flag lighting of sharp bends or other non-compliant horizontal geometry that may compromise vehicle or pedestrian safety.
- (c) Existing pedestrian crossings/refuges and LATMs – provide appropriate level of lighting in accordance with the relevant Australian Standard.
- (d) Bus stops and taxi ranks – provide appropriate levels of lighting where safety and security of patrons would be compromised at night due to location in the environs.
- (e) Ends of roads – on the approach to the termination of the road (cul de sac) and within 30 metres of the end of the road.
- (f) General street lighting (infill lighting) – in developed urban areas where the relevant Australian standards are not met, Council installs lights at a maximum of approximately twice the spacing of that required by the relevant Australian Standard utilising existing electricity supply pole infrastructure where available.

5.1.3 Commercial Areas

The following provisional standards apply to commercial areas:

- (a) Existing pedestrian crossings/refuges and LATMs – provide appropriate level of lighting in accordance with the relevant Australian Standard.
- (b) Bus stops and taxi ranks – provide appropriate levels of lighting where safety and security of patrons would be compromised at night due to location in the environs.
- (c) Where a major traffic route abuts a commercial area, lighting is designed and provided for the length of the commercial area in accordance with the priorities for major traffic routes.
- (d) General street lighting (infill lighting) – provide appropriate level of lighting on each consecutive pole.
- (e) In areas of special significance such as heritage sites or specialised retail development within commercial areas, non-standard public lighting, in conjunction with underground cabling, may be considered. The preferred option is for approved non-standard lighting on the distributor’s network as distinct from separate metered supply.
- (f) Proposals for decorative or non-standard lighting installations are considered on a case by case basis.

5.1.4 Council Carparks or Public Areas at Council Community Facilities

The following provisional standards apply to Council carparks or public areas at Council community facilities:

- (a) Lighting of existing public areas associated with community facilities or carparks under the control of Council are designed to meet approximately 50% of the average horizontal illuminance parameter required in the relevant Australian Standard for the appropriate lighting category. Public lighting in these areas may include ‘watchman’ security floodlighting on electricity supply poles if considered necessary.
- (b) In areas of special significance such as heritage listed sites, cultural and civic centres, non-standard public lighting, in conjunction with underground cabling, may be considered. The preferred option is for approved non-standard lighting on the distributor’s network as distinct from separate metered supply for Council controlled carpark areas and on the metered supply of the community facility for carparks and public areas associated with Council controlled community facilities.
- (c) Proposals for decorative or non-standard lighting installations are considered on a case by case basis.

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5.1.5 Industrial Areas

The following provisional standards apply to industrial areas:

- (a) Lighting priorities for industrial areas are assessed in accordance with the priorities for minor roads/streets/laneways.
- (b) It is not the intent of Council's public lighting schemes to provide security lighting for industrial premises. Private industrial properties are encouraged to install their own security lighting.
- (c) Where a major traffic route abuts an industrial area, lighting is designed and provided for the length of the industrial area in accordance with the priorities for major traffic routes.

5.1.6 Parks and Reserves

The following provisional standards apply to parks and reserves:

- (a) Lighting of parks and reserves or designated areas within parks and reserves may be considered where the park or reserve is regularly used for passive night time recreation and/or when public safety is a significant issue or when the park is used as an access from one road to another.
- (b) Lighting of small parks may involve utilisation of 'watchman' security lights subject to amenity considerations for any neighbouring properties.
- (c) Lighting of larger parks with specialty lighting may be considered as a Council capital works project.

5.1.7 Pathways

The following provisional standards apply to pathways:

- (a) Constructed paths contiguous with roads and streets, where there is limited separation between the road and the pathway are not lit separately to street lighting and are reliant upon the installation of additional lighting through the priorities and standards set for that type of road.
- (b) Constructed paths contiguous with roads and streets, but where there is reasonable separation between the road and the pathway i.e. by an extensive nature strip, are lit either separately to the street lighting of the adjacent road or through enhancement of the street lighting on the adjacent road such that the design meets approximately 50% of the lighting parameter requirements in the relevant Australian Standard.
- (c) Connecting elements on constructed pathways such as stairs, ramps and underpasses are lit in accordance with the relevant Australian Standard.

5.2 Rural Areas

5.2.1 Non-Urban Residential Areas

In non-urban residential areas (for example, rural residential), Council only provides flag lighting in accordance with the priorities listed below, due to the variable width lot frontages, remoteness from major urban areas and low pedestrian traffic. Traffic safety is Council's priority.

- (a) Existing Intersections – Flag lighting depending on level of traffic usage and approach road configuration.
- (b) Sub-standard geometry – flag lighting of sharp bends or other non-compliant horizontal geometry that may compromise vehicle or pedestrian safety.
- (c) Ends of roads – on the approach to the termination of the road (cul de sac) and within 30 metres of the end of the road.

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5.2.2 Rural Areas

Road and street lighting is generally not applicable in rural areas other than at intersections between sealed arterial rural roads. The provision of rural intersection road lighting is dependent on the availability of low voltage power supply and funding constraints. Where low voltage supply is not economically available, reflectorised night time delineation devices and solar powered lights may be considered.

Flag lighting of existing rural road intersections are undertaken on intersections between Council's sealed arterial rural roads with a minimum traffic volume of 1000 vehicles per day and the state controlled road network.

Where access to a rural or rural residential subdivision is from a state controlled road or Council sealed arterial rural road, lighting of the access intersection is provided at the developer's costs for new development and by Council for existing access intersections.

6 Review Timelines

This guideline is 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 Regional Services.

7 Document Management

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Policy Owner	Manager Infrastructure Planning
Policy Quality Control	Legal and Governance



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