

## PURPOSE

This policy sets target lighting standards for the Glenorchy City municipality, based on the Australian Standard for Lighting of Roads and Public Spaces.

## SCOPE

This policy applies to:

- The lighting of roads, footpaths, car parks and outdoor public spaces.

## STRATEGIC PLAN ALIGNMENT

### Valuing our Environment

Strategy 3.1.3      Manage the City’s transport network and the associated infrastructure to promote sustainability, accessibility, choice, safety and amenity for all modes of transport.

## RELATED DOCUMENTS

N/A

## STATUTORY REQUIREMENTS

Acts	<i>Local Government (Highways) Act 1982 - Sections 32 &amp; 33</i>
Regulations	N/A
Australian/International Standards	<ul style="list-style-type: none"> <li>◦ AS/NZS 1158.0:2005 Lighting for roads and public spaces Introduction</li> <li>◦ <i>AS/NZS 1158.1.1:2005 Lighting for roads and public spaces Vehicular traffic (Category V) lighting - Performance and design requirements</i></li> <li>◦ <i>AS/NZS 1158.1.2:2010 Lighting for roads and public spaces Vehicular traffic (Category V) lighting - Guide to design, installation, operation and maintenance</i></li> <li>◦ <i>AS/NZS 1158.2:2020 Lighting for roads and public spaces Computer procedures for the calculation of light technical parameters for Category V and Category P lighting</i></li> <li>◦ <i>AS/NZS 1158.3.1:2020 Lighting for roads and public spaces Pedestrian area (Category P) lighting - Performance and design requirements</i></li> <li>◦ <i>AS/NZS 1158.4:2015 Lighting for roads and public spaces Lighting of pedestrian crossings</i></li> <li>◦ AS/NZS 1158.5:2014 Lighting for roads and public spaces Tunnels and underpasses</li> </ul>

## DEFINITIONS

**Lighting Categories** Defined in AS/NAZ 1158.0.2005 and associated standards:

- *Category V* lighting for vehicular traffic is applicable to roads on which the visual requirements of motorists are dominant, e.g. traffic routes. Subcategories range from V1 to V5.
- *Category P* lighting for pedestrian areas is applicable to roads on which the visual requirements of pedestrians are dominant, e.g. local roads and to local area traffic management devices (LATMS) installed on such roads. Also lighting, which is applicable to outdoor public areas, other than roads, where the visual requirements of pedestrians are dominant, e.g. outdoor shopping precincts. Subcategories range from:
  - PR1 to PR6 for road reserves
  - PP1 to PP5 for pedestrian and cyclist paths
  - PA1 to PA3 for public activity areas
  - PE1 to PE3 for connecting elements
  - PC1 to PC3/PCD/PCX for outdoor car parks

**Local area traffic management devices (LATMS)** means Devices installed on the carriageway as part of a local area traffic management scheme. They are typically used to control specific traffic movements, (e.g. roundabouts, speed humps) and to deter traffic, (e.g. slow points). These may consist of raised or surface-painted sections or a combination of the two.

**Carriageway** means That portion of the road devoted particularly to the use of vehicles, inclusive of shoulders and auxiliary lanes.

**Luminaire** means Apparatus which distributes, filters or transforms the light transmitted from one or more lamps and which includes, except for the lamps themselves, all the parts necessary for fixing and protecting the lamps and, where necessary, circuit auxiliaries together with the means for connecting them to the electrical supply.

## POLICY STATEMENT

### Minimum Applicable Lighting Standards

1. When vehicular traffic is dominate (Category V), such as on arterial, main roads, sub-arterial or principal roads, then the lighting category is to be based on the road hierarchy and in accordance with AS/NZS 1158.1.1:2005.
2. Lighting of pedestrian crossings is to be in accordance with AS/NZS 1158.:2015 and associated AS1158 standards.
3. When pedestrians are dominant (Category P) the lighting category is subjective to selection criteria including activity, risk of crime and the need to enhance prestige. Therefore, the following target design lighting categories apply:

<b>Type of Area</b>	<b>Target Design Lighting Category</b>
CBD footpaths	PR2
Primary footpaths	PR3
Secondary footpaths with high night-time pedestrian movements	PR3
Secondary footpaths	PR5
Local footpaths	PR5
Footpaths identified as having frequent night-time movements of vulnerable individuals or groups	PR5
Replacement of existing luminaires on existing electrical distribution poles	PR6
Night-time use cycle paths	PP4
Major facilities with mixed pedestrian movements (e.g. bus station)	PA2
Major entertainment venues (e.g. cinema complex)	PA2
Immediate vicinity of night-time sporting venues	PA3
Right of ways within new subdivisions	PE2
Major night-time use car parks (frequent night-time movements)	PC2
Designated spaces for people with disabilities in major night-time use car parks	PCD

4. If there is an overlap between Category P and V lighting, then Category V lighting will take priority, except for CBD footpaths.
5. For rural roads, appropriate lights will only be placed in strategic locations, such as intersections, bus stops, telephone boxes and shops.
6. Right of Ways will only be considered for lighting on request from the wider community or if there is a significant safety issue associated with inadequate lighting.
7. For all new developments, the lighting shall be in accordance with AS 1158 and to the satisfaction of Council's Development Engineer.
8. This Policy is to be read in conjunction with Council's Footpath Policy which defines the Footpath Hierarchy including CBD Centre, Primary, Secondary and Local. Any deviations from this Policy, written consent shall be obtained from Council's Manager of Infrastructure, Engineering & Design.
9. The use of the word "target" is to provide guidance on the desired standard, but also provide flexibility to deliver value for money to the community and to allow innovations in design. The targets can be increased if the overall cost is not prohibitive or decreased in certain circumstances where the cost is prohibitive, so that Council can provide a safe and affordable service to the community.
10. Council is committed to allocate an annual budget as part of its capital works program and will assess the requests received from the community and carry out the work based on the priority.
11. Council is committed to the use of energy efficient and smart technology, for example, LED lights, motion detection and reduced light pollution where possible and practical.

12. Council encourage the use of high standard lighting presentation by private businesses and property owners.

## BACKGROUND

Council is the Road Authority which is responsible for managing the local highways defined under the *Local Government (Highway) Act 1982* and associated Council-owned assets (e.g. public stormwater drainage and street lighting).

The objective of providing lighting within the road reserve is to provide a lighted environment that is conducive to the safe and comfortable movement of vehicular and pedestrian traffic at night. Proper lighting applications also play an important role in the discouragement of anti-social behaviour and protecting the integrity of the night-time environment through control of light spill and glare. Lighting may also be used to enhance the prestige and amenity of a location but should be designed to minimise any obtrusive effects.

Australian Standards such as *AS/NZS 1158 Lighting for Roads and Public Spaces* and other associated standards set out the principles of street lighting in Australia and detailed design criteria.

However, it is the Road Authority's responsible to set the appropriate design lighting category (Level of Service), based on advice contained in the Standard, and therefore the Glenorchy City Council has developed and maintained a Street Lighting Policy, which defines minimum design lighting categories for the municipality.

Council developed a Street Lighting Policy in 2015 (Street Lighting Policy 2015) in line with AS/NZS 1158 and associated standards.

Since AS/NZS 1158.2 and 1158.3.1 have recently been updated in 2020 and supersedes the 2015 editions, the Street Lighting Policy 2020 has been developed and updated to suit the new standards.

Lighting for vehicular traffic and pedestrian crossings are clearly defined in AS/NZS 1158.1.2 and AS/NZS 1158.4 respectively, and no additional guidance around lighting standards is required. However, lighting for pedestrian areas is much more subjective, requiring the user to assess the area against several selection criteria including activity, risk of crime and the need to enhance prestige. Therefore, target lighting standards have been defined in this Policy.

## DOCUMENT CONTROL

<b>Version:</b>	2.0	<b>Adopted</b>	21/12/2020	<b>Commencement Date</b>	22/12/2020
<b>Minutes Reference</b>	21 December 2020, Item 16			<b>Review Period</b>	4 Years from adoption
<b>Previous Versions:</b>	Version 1.0 adopted 15 March 2016 (Council meeting, Item 13)				
<b>Responsible Directorate</b>	Infrastructure and Works		<b>Controller:</b>	Manager Infrastructure, Engineering and Design	
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