

City of Boroondara

PUBLIC LIGHTING POLICY

**Council's practice for the installation and maintenance of lighting in the
City of Boroondara**

Adopted by Council 14 November 2005

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1. Key Policy Statement – City Lighting Policy

The policy aims to provide for the provision of public lighting in public roads including carparks, shopping centres and public open spaces. The policy also includes guidelines for the use of standard and non-standard lighting.

2. Corporate Framework

Vision and Values

The policy aligns with Council's vision to foster:

- A safe attractive City that looks after its built and natural assets, now and for future generations.
- An evolving City, proud of its diverse heritage and committed to environmental sustainability – a City in which to live, learn and work.

The values of the City of Boroondara most relevant to this policy are:

- Transparency and accountability.
- Responsiveness.
- Alignment and consistency of decision making with Council policy and direction.
- Listening and responding to our community and sharing information with our community.
- Sustainable and solution focused outcomes.

Mission

The policy is directly supportive of Council's mission to pursue social, environmental and economic wellbeing for the City.

This policy supports the following Council Goals:

Goal 2 – *Protecting Our Environment, through strategic planning and appropriate development, we will protect and improve our built and natural environment and foster local economic activities.*

Goal 3 – *Maintaining Our City, where we will provide sustainable care of the civic environment, assets and infrastructure.*

3. Strategy

In considering the appropriate level and type of lighting to be provided, the following objectives should be considered:

- To provide a well lit environment that enables the safe and comfortable movement of vehicular and pedestrian traffic at night, and the discouragement of illegal acts.
- To effectively manage lighting so that the electricity costs incurred in the lighting of urban roads and other public thoroughfares are minimised.

Lighting Objectives

The lighting objectives and requirements set out in this policy are not only applicable to areas under Council's control but should also be used as a guide when considering lighting issues associated with areas not under Council's control.

In general the lighting configuration should provide high levels of luminance at critical areas such as:

Roads

- At points of traffic conflict such as merges, diverges, crossings, exit and entry points.
- Noses of medians, separators and traffic islands.
- Pedestrian crossing areas including the immediate traffic approach where illegal pedestrian movements are most likely.
- Bus/tram stops and areas where pedestrians congregate within the intersection area.
- Along areas of major pedestrian movements.

To achieve the above objectives the lighting must reveal necessary visual information. This consists of the road itself, the course of the road ahead, kerbs, footpaths, property lines, road furniture, together with the road users including pedestrians, cyclists, vehicles and their movements.

Road Lighting Standard ASNZS1158 specifies performance and installation design requirements which apply to the lighting of urban roads and certain public thoroughfares, other than roads, which provide for the movement of pedestrians and/or cyclists.

Shopping Strips

As shopping strips are used at night and have a heavy volume of pedestrian and vehicle traffic they should be illuminated to the appropriate standard.

- Shopping strips located on local roads should be illuminated with 150W HPS lamps.
- Where the shopping strips are located on arterial roads they should be illuminated to the Category V Lighting Standard.

Lighting installations within the City of Boroondara should be installed in accordance with this standard as amended or expanded in this policy.

The provision of security lighting to protect private property is the responsibility of the private property owners, and is not covered by this policy.

Lighting categories can be broadly defined as follows:

Category V lighting: Lighting which is applicable to roads on which the visual requirements of motorists are dominant, e.g. arterial roads.

Category P lighting. Table 1.1: Lighting which is applicable to roads on which the visual requirements of pedestrians are dominant, e.g. local roads.

Category P lighting. Table: 1.2: Lighting which is applicable to pedestrian use, e.g. pathways and bicycle tracks.

Category P lighting. Table 1.3: Lighting which is applicable to public thoroughfares, other than roads, where the visual requirements of pedestrians are dominant, e.g. outdoor shopping precincts and parks.

Category P lighting. Table 1.5: Lighting which is applicable to pedestrian and traffic movement, e.g. car parks.

Category V lighting is the responsibility of Vic Roads, although Council contributes one third of the tariff costs under a formal agreement.

The installation and tariff costs of Category P lighting is the responsibility of Council.

Strategic Objectives 1

Consideration of the effect of not providing public lighting in an area.

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| Action 1.1 | Identify Council's objectives (safety, community expectations, visual amenity) in the particular area, as set out in the Council Plan and relevant policies. |
| Action 1.2 | Carry out site inspection, noting existing street tree foliage, services and local traffic factors. |
| Action 1.3 | Consult Road Lighting Standard AS/NZS 1158 to specify minimum standards required. |

Strategic Objectives 2

Ensure that there will be a community benefit.

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| Action 2.1 | Estimate full cost of the proposal to the community and Council. |
| Action 2.2 | Qualify the level of service use by all user groups i.e. pedestrians, motorists, cyclists etc. |

4. Process for Modification of Lighting within the City

Street Lighting Inspections

The review of public lighting within the city is generated by public requests or investigations by Council officers. On receipt of requests, Council investigates the area concerned by means of an evening inspection.

The officer takes into account existing street lighting and assesses if this lighting satisfies the required standard. The effect of street tree foliage is considered in the assessment. Trimming trees to ensure that lighting performance is not unduly restricted by foliage is of major importance. An on-going program of selective street tree trimming should be maintained to enhance the performance of street lighting and hence maximise the benefits.

Lighting of other locations:

Car Parks

Car Parks associated with sporting facilities, recreation areas, community facilities and other public areas used at night are to be lit to the appropriate standard (Category P. Table 1.5). 150W/250W HPS lamps positioned to cover the whole car park will normally provide the most efficient arrangement. Residential amenity is to be considered in designing the lighting layout to ensure that light spill does not create problems. (In some cases it will be necessary for a lighting consultant to design the lighting layout).

Bicycle Paths

The need to illuminate bicycle paths depends on the use of the path and particularly the level of use at night. Common categories of bicycle paths are summarised below.

- Bicycle paths associated with an area of night time activity. Lighting of these paths may be desirable if there is significant commuter use at night.
- Bicycle paths used predominantly for commuting by workers or students. Lighting of these paths may be desirable if there is significant commuter use at night.
- Bicycle paths used for recreation. Many recreational paths are used primarily during daylight hours and the cost of public lighting is not normally justified.

Recreation Reserves

Roadways and major walkways within recreation reserves should be illuminated where significant night time activity occurs and where it is considered desirable to attract users to parks at night. Possible limits on the time required for illumination of these areas would be a consideration. Lighting in recreation reserves should always take into account surrounding residential amenity issues.

Where continuous lighting along a path is difficult to justify, it may be appropriate to light only the locations of increased hazards such as:

- Intersections with other paths or roads.
- Sharp curves and steep grades.
- Ramps to structures and at the portals to tunnels.
- Where clearance to obstructions is minimal.
- Where pedestrian numbers are high.
- Locations that have special security problems.

Rights-of-Way

Rights-of-way will only be illuminated where possible by lamps positioned in the street at the intersection of the right-of-way, providing there are existing power poles on which to install these lamps.

Bollard lighting

This type of lighting is only suitable for illuminating landscaped areas and it should not be used for street lighting. These lights have low illumination and are a high vandal risk.

5. Installation and Maintenance of City Lighting

Council's responsibilities for street lighting are as follows:

- Full responsibility for the installation and management of street lighting on unclassified roads and other off-road facilities such as car parks, bike paths and pedestrian walks in gardens, etc.
- Cost sharing of lighting on all nominated arterial roads except freeways. VicRoads are responsible for two-thirds of the tariff for approved street lighting schemes and Council is responsible for the remaining one-third.
- Requests for shades on lighting to prevent light spill will not be approved as the power companies will not authorise this work.

The responsibility for most installation and maintenance matters currently rests with the relevant power authorities, i.e. CitiPower and United Energy.

Procedure for Installations

If it is decided to install any new lamps on the road network then this installation must comply with the Road Lighting Standard AS/NZS 1158. A letter drop to all the properties which may be affected by any additional illumination is completed prior to any installation or alteration of public lighting. Within 14 days of this letter drop and providing further consultation is not required, Council will request the relevant power company to install the lamp.

Non-Standard Lighting

There may be cases where a non-standard lamp and/or pole is required. In these cases Council is responsible for future replacement costs should any damage occur to the non-standard feature. Council is responsible for the ownership of non-standard assets that are connected to the distribution network.

Solar Lighting

An alternative form of lighting is solar lighting. This type of lighting should only be considered where it is not possible to obtain power from the grid to illuminate areas of concern. The reason for this is the lower level of lighting provided and the initial installation cost.

Environmental Considerations

Council initiated lighting should reflect design excellence and seek to minimise net energy consumption over the life of the asset whilst providing good lighting outcomes.

Maintenance

A maintenance program will be created to monitor Council owned lights and poles in accordance with the Road Lighting Standards ASNZS 1158. Where Council pays electricity distribution businesses for energy for public lighting, maintenance programs will be sought and monitored.

Monitoring Performance

The Lighting Policy recommends “before-and-after” evaluations and ongoing monitoring for new lighting initiatives. As these studies generate information, the financial implications of sustainability objectives will become clearer and more specific targets for “green energy” use and carbon dioxide emissions can be set.

Consultation

Where Council is considering the introduction of a public lighting scheme it will undertake consultation with relevant households.