



## 9 WORKS AND SERVICES POLICIES

### 9.1 TECHNICAL SERVICES

#### 9.1.3 Street Lighting

#### Background & Issues

Street lighting is predominantly provided for the safe use of roads by vehicles and pedestrians. As with all infrastructure, the cost of owning street lighting extends beyond the original purchase, with every streetlight having an annual cost of electricity usage and maintenance.

#### Objectives

The installation of street lighting needs to be a balance between the benefits to road safety, the capital, operational and maintenance costs of owning a streetlight and the effect on the environment.

As part of Policy 9.1.21 Road Traffic Safety the Shire has a responsibility to provide a Road Safety Management System.

#### Area of Application

Roads under the control of the Shire and/or roads within the Shire of Manjimup boundaries.

#### Policy Measures

##### **1. Existing Residential Areas**

Streetlights will be provided to normal Western Power standards where the permanent occupancy rate in any particular street is 50% and when this takes place, lighting should be installed so as to provide lighting at each end of a Pedestrian Access Way which may exist in the area.

##### **2. Proposed Residential and Special Residential/Special Rural Areas**

In the case of Greenfield subdivisional development, street lighting is to be designed as follows:

- a) Where the average block size within the development (note: a common sense approach is to be applied in the case of staged developments where there are a range of block sizes in the development area) is 4100m<sup>2</sup> or less, street lighting should be designed to the "P" category as defined in AS/NZS 1158.3.1. Lighting for roads and public spaces- Part 3.1: Pedestrian area (Category P) lighting—Performance and design requirements. Also, where it intersects a distributor road then it shall be as per "V" category as defined in AS/NZS 1158.1.1. Lighting for roads and public spaces- Part 1.1: Vehicular traffic (Category V) lighting—Performance and design requirements.
- b) Where the average block size is greater than 4100m<sup>2</sup>, street lighting should be installed at intersections, road hazards and around shared zone facilities (e.g. footpaths/shared paths). Where street lighting is

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installed for shared zone purposes, street lighting should be installed to a minimum standard of “V” category as defined in AS/NZS 1158.1.1: Lighting for roads and public spaces- Part 1.1: Vehicular traffic (Category V) lighting—Performance and design requirements. As a minimum, intersection lighting should be an 85 watt luminaire at T intersections on local roads, 150 watt luminaire at T intersections with a local distributor or higher classification road, 2 x 150 watt luminaire at a 4 way intersection and 2 x 250 HPS (or equivalent) luminaire at a roundabout.

**3. Existing Special Residential/Special Rural Areas**

Street lighting will only be provided at intersections where substantial traffic/pedestrian movements are found to occur otherwise lighting will not be provided.

**4. Other Areas**

Street lighting on other existing roads will only be installed based on accident history and where there is positive net present value of installing streetlights.

In all cases, installation of street lighting will only be undertaken within the constraints of the Shire’s annual streetlight budgets (both capital and operational), with requests for streetlights prioritised on the basis of road and shared zone user risk.

Where ever possible, new streetlight technologies, which result in less energy usage (including the energy used in manufacture and disposal) and less greenhouse gas emission, will be used.

Administration

Responsibility for implementing this policy is delegated to the Manager Technical Services.

Adoption and Date Due for Revision

**ADOPTED 25 JULY 2002**  
**REVIEWED 26 MARCH 2009**  
**REVIEWED 24 JANUARY 2014**  
**REVIEWED 26 JULY 2018**  
**REVIEWED 28 JULY 2022**

**NEXT DUE FOR REVIEW JULY 2026**

**The Administration of this Policy is by the Works & Services Directorate**