

# MAIN ROADS WESTERN AUSTRALIA

## ROAD LIGHTING

### PART D: ADMINISTRATION GUIDELINE

The Administration Guideline is owned and authorised by Manager Traffic & Safety Branch, Road Network Services Directorate. All queries and comments concerning the Administration Guideline should be directed to the delegated custodian Mr John Venables – Acting Traffic Operations Manager, Traffic & Safety Branch, Road Network Services Directorate.

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#### 1. **BENEFITS OF ROAD LIGHTING**

In addition to the benefits detailed in Section 2 of the Application & Approval Guidelines, lamp alignment along the road generally provide night-time drivers with a good visual indicator of the road alignment ahead.

#### 2. **TYPICAL MAIN ROADS ROAD SURFACE TYPE**

AS/NZS 1158 Part 1.3 (1997), for luminance calculations, requires the road surface to be classified into one of the classification levels described in its Table 3.1. The default value for all State roads is R3.

#### 3. **ASSET MANAGEMENT**

Regional Managers and the Director Metropolitan Operations shall maintain a record of Main Roads lighting assets within their regions, manage these assets (including capital improvements) and arrange payments for power consumption to the power supplier, after checking correctness of the power supply invoices and resolution of discrepancies.

#### 4. SUBSIDIES

The Regional Managers and the Director Metropolitan Operations shall maintain a record of LGA lighting assets that are associated with a operating cost subsidy payment to LGAs, determine appropriate subsidy and advise the LGA of the amount, process subsidy payments, including checking correctness of LGA invoices and resolution of discrepancies.

All Regions have been supplied with an electronic database detailing the number of LGA lamps in each tariff category and containing an electronic process for determination of the operating cost subsidy amount. The Regions are responsible for updating their database.

The Regional Manager and the Director Metropolitan Operations shall, as necessary, undertake audits of the data within the database to ensure it is correct for subsidy payment calculation.

#### 5. PROJECT MANAGERS TO INFORM REGIONS

Project Managers shall inform the Asset Manager for the relevant Region:

- Details of proposed lighting, and
- Details of built lighting.

In addition, for lighting which is the responsibility of an LGA, Project Managers shall provide the Asset Manager for the relevant Region with a copy of the agreement concerning road lighting obtained in accordance with the requirements of Section 3.8.2 of the Application and Approval Guidelines.

#### 6. FREQUENTLY ASKED QUESTIONS

- **What are the features of Main Roads' standard road light poles?**

Main Roads' standard slip-base poles are frangible, and are intended for applications where there are high vehicle speeds, and where there is room for them to fall over clear of adjacent property, pedestrian areas and cycle paths. It would be inappropriate to use this type of pole in a residential street.

Main Roads is currently evaluating direct buried impact absorbing poles for possible future use.

- **Who is responsible for road lighting?**

The Local Authority provides road lighting for Local roads and also Highways and Main Roads in built-up areas that do not have declared Control of Access.

Main Roads provides road lighting for all Freeways, Highways and Main roads *with* declared Control of Access and, Highways and Main Roads *without* declared Control of Access that are outside of a built-up area.

- **Who maintains road lighting lamps and poles?**

Generally LGA road lighting in the South West Interconnected System is maintained by Western Power and for all others areas by Horizon Power.

Generally Main Roads road lighting is maintained by the Traffic Control Infrastructure Contract Contractor.

- **What are acceptable locations for road lighting poles?**

AS/NZS 1158 Part 1.3 (1997) Appendix B provides guidance for acceptable locations for road lighting poles. In particular the AS/NZS recommends:

- New light poles should be positioned away from the through carriageway by a minimum of 0.7m when located between intersections and by a minimum of 1.0m when located at intersections, and
- Poles should not be installed in hazardous locations such as the likely path of errant vehicles at the back of tight curves, especially at roundabouts.

In additional Main Roads practice is:

- To not install road light poles in medians unless there are mitigating circumstances,
- To not install road light poles where they would obstruct drivers' sightlines, and
- To install road light poles in the alignment recommended by the Utility Providers Code of Practice for Western Australia; unless there are mitigating circumstances, in which case a pole or poles may be located further away from the road carriageway if space clear of utility provider services and trees is available for the pole or poles.

- **Why doesn't Main Roads provide road lighting along all roads its roads?**

While it would be desirable to provide lighting along all roads for safety and security reasons, it is expensive and therefore road funds must be directed to those areas of most benefit.