



STREET **L**IGHTING **P**OLICY & **S**TRATEGY

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1. INTRODUCTION

1.1 The County Council is committed to “Improving Life in Leicestershire”.

Our vision statement is “We will listen to the views of Leicestershire people and, by working with them and our partner agencies, ensure they enjoy the quality of life which they expect: to live in a County and region which is safe, healthy, attractive and prosperous”

To achieve our vision we aim to

Improve quality of life for people

Improve quality of life for communities

Improve services so they are high quality and value for money.

1.2 Our street lighting policies have been developed to realise this vision and support the aims and objectives of other County Council strategies and initiatives:

The Local Transport Plan

The local Transport Plan (LTP) sets out our strategies, targets and spending programmes for transport for the five years from 2006/7 to 2010/11. It is a means of helping to deliver wider aims like strengthening the economy or tackling social deprivation.

Street Lighting is an integral part of the LTP with appropriate, well maintained lighting impacting on many of the aims and objectives of the LTP - e.g.

“Reducing road casualties through local safety schemes ...”

“...ensuring the improvement of opportunities for **walking, cycling and the use of high quality public transport.**”

“Where possible and appropriate, community safety lighting schemes are incorporated into schemes, particularly to provide illumination at bus stops and on walking routes to and from them”

“To address social exclusion, through regeneration of disadvantaged areas ...”

“ To protect and where possible enhance the quality of the environment in urban and rural areas so as to make them **safe and attractive places to live and work**”

In addition

“It is vital to maintain and renew our transport infrastructure. The main assets are ... street lighting....we must plan timely programmes of repairs or renewals to secure the long term future of these assets...”

Reduce Crime and the Fear of Crime

The 1998 Crime and Disorder Act places a statutory duty on the local police authority and local authorities to work together to implement a strategy for reducing crime and anti-social behaviour, with particular emphasis on: -

- promoting safer communities and reducing the fear of crime
- reducing crime against businesses

Improve the Environment

With particular regard to sustainable development the following strategies will be used:-

- purchase energy produced by renewable means
- trial new low energy or alternative energy equipment, such as solar powered lighting and illuminated signs
- use good quality equipment with a long serviceable life in order to reduce waste
- employ appropriate recycling strategies for waste products

2. LEGISLATIVE POWERS

2.1 Leicestershire County Council is not required in law to provide street lighting, however, under the Highways Act 1980, S.97 -

1.) “... every local highway authority may provide lighting for the purposes of any highway or proposed highway for which they are or will be the highway authority, and may for that purpose -

a) contract with any persons for the supply of gas, electricity or other means of lighting;

The County Council is required to maintain any street lighting it does provide in a safe condition for the benefit of the community it serves. Removal of street lighting is likely to reduce the quality of life for many of the people of Leicestershire.

2.2 On the 1 April 1967, under the provisions of the Local Government Act 1966, the County Council assumed responsibility for the maintenance and operation of highway lighting throughout the County generally, including the provision of new installations. Parish and Town Councils retained the responsibility for footway lighting only.

- Footway Lighting

A system of lighting provided for the highway, in which either

- (a) No lamp is mounted more than 13 ft. (4m) above ground level or:
- (b) No lamp is mounted more than 20ft (6m) above ground level and there is at least one interval of more than 50 yds (46 metres) between adjacent lamps in the system

- Roadway Lighting

This is a system which is not footway lighting and is to a higher standard. This is the responsibility of the County Council as Highway Authority.

There are two main categories of Roadway Lighting - Group A (columns of a height of 10m and above) and Group B (columns of a height of between 5m and 8m) as laid down in the British Standard Code of Practice for Street Lighting.

2.3 District Councils also have the power to provide lighting as local lighting authority under the powers of the Public Health Act 1985.

2.4 Where District, Town or Parish Councils wish to provide lighting on a highway the consent of Leicestershire County Council, as Highway Authority, is required.

2.5 The Highways Agency is the Highway Authority for road lighting on Trunk Roads and Motorways, and will have its own Policies and practices for the maintenance of those installations.

3 **GUIDING PRINCIPLES**

3.1 The illumination of the highway to reduce nighttime accidents is the main purpose of street lighting. There is also however significant contribution to be made by the enhancement of the natural and built nighttime environment. This benefits commercial and leisure interests as well as the community in general, contributes to reduction of crime and the fear of crime, reduction of vandalism, improvement to safety and security and promotes a general feeling of well-being.

3.2 These benefits can be achieved by a lighting service that -

- is part of a safe highway network for all users
- minimises detrimental environmental effects
- integrates sympathetically with the local environment
- helps to reduce crime and fear of crime
- is cost-effective
- seeks on-going improvements in all areas
- is energy efficient, reliable and durable
- works in partnership with local authorities and other groups, through the sharing of technical advice and expertise; and where possible joint funding

These benefits are delivered by a service based on: -

- realistic funding levels
- an appropriate strategy for day to day maintenance
- professional and experienced staff to administer, plan and deliver maintenance and improvement programmes

3.3 Provision of lighting takes account of -

- Highway safety and reduction of nighttime accidents for all, particularly children, the elderly, the disabled, cyclists and pedestrians.
- Protection of the rural night-time environment generally and also Conservation Areas, Sites of Special Scientific Interest, Green Belt areas, Areas of Outstanding Natural Beauty, Listed Buildings, Ancient Monuments and Historic Sites.
- Enhancement of the nighttime environment in areas of high nighttime activity, urban leisure and commercial areas and recreational centres.
- Personal security and feeling of general well being, reduction of vandalism and crime against property and vehicles and the requirements for CCTV use.

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- Visual/environmental intrusion in respect of daytime appearance, night-time appearance with regard to poor optical control and wasted upward light and the control of new lighting in rural areas, which can dramatically affect former dark areas.
 - Cost effectiveness of equipment used in terms of reliability, maintenance requirements, energy usage and anticipated working life.
 - Position of columns, equipment specifications, disposal and recycling of materials, electrical and structural testing.
- 3.4 New developments will always be lit to Roadway Lighting standard unless there is little or no other existing lighting in the vicinity. In areas where the existing lighting is to Footway Lighting standard we will liaise with Parish Councils to ensure appropriate lighting provision on new developments. However, where there are existing accident issues, these will, as a matter of safety, take precedence over local concerns.
- 3.5 The provision of new lighting and the maintenance, replacement or improvement of existing lighting has a major impact on maintenance budgets. While the developer or promoter of a scheme will fund the initial installation, the long-term maintenance and energy liabilities still have to be considered.
- 3.6 Each proposal will be assessed to ensure that Best Value criteria are being met, namely: -
- *Challenge* the need for existing or new lighting
 - *Compare* alternative light sources/scheme designs
 - *Consult* with the local community and their representatives and
 - Obtain *Competitive* works tenders within the Departments Procurement Strategy.
- 3.7 In order to effectively use limited budgets, assessments will be required for all requests for new or additional lighting, whether from the Elected Members, members of the public, private developers, Parish or Town Councils.

Each scheme will be evaluated in respect of: -

- reduction of night-time accidents
- crime prevention
- effect on the environment
- cost and maintenance liability
- commercial and leisure amenity value
- any other significant local factors

4. THE POLICIES

4.1 GENERAL POLICY

G1 - Street lighting will be “all-night”

This is because: -

The primary consideration is to secure the safety of the travelling public whether that be in terms of safe utilisation of the road layout or safe from criminal activity.

We will achieve this by:-

- Employing photo-electric control units (PECUs) that accurately switch lighting on and off
- Replacing defective PECUs expeditiously to prevent lamps operating during daylight hours.

G2 - Light sources will be white light.

This is because: -

The light source used has a dramatic effect on the night-time environment, with low pressure sodium (SOX) lighting giving an overall monochromatic appearance, while high pressure sodium (SON), fluorescent and metal halide lighting, give good colour rendering of varying degrees. This is particularly important where buildings, landmarks or other features are to be highlighted, but is also very valuable in safety and crime-prevention terms, whereby vehicle colours can be recalled with confidence, as well as identification of people and their clothing at scenes of accidents or crimes.

We will achieve white light by: -

Adopting the mechanisms included in the specific policies which follow.

G3 - The visual impact of lighting systems will be minimised and where possible the local environment enhanced.

This is because: -

Lighting systems are installed to provide appropriate levels of illumination during hours of darkness. However this should not be at the expense of obtrusive or inappropriate equipment that detracts from the streetscape during daylight hours.

We will minimise visual impact and enhance the environment by: -

- Providing the minimum level of lighting commensurate with the identified illumination need.

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- Siting columns and equipment such that they blend in with the surroundings or using a design with features to complement or enhance the surroundings.
 - Considering the use of wall mounted fittings.
 - Considering alternative light sources.

G4 - Lighting systems shall minimise pollution to the night sky.**This is because: -**

Visual intrusion, “Sky Glow”, in the built environment caused by the spread of stray light into the night sky is a major concern. Additionally, glare causes discomfort and affects drivers’ vision and light trespass back towards adjacent property can be unwelcome. Stray light is obtrusive, and wasteful of light and energy

Historically, lantern bowls have been curved or semi-circular in order to allow light to spread over as large an area as possible. This has the benefit of light shining backwards to illuminate footways and also minimises the number of lamps required. Unfortunately these lantern bowls also allow light to be shed above the horizontal, thus causing pollution.

Light pollution can be virtually eliminated or at least greatly reduced by a number of means. Flat glass lanterns shine light only downwards. However, there is no benefit of backlight and the number of lights required increases. Shallow or semi-elliptical bowls are a compromise between the traditional deep bowl and flat glass lanterns in that they greatly reduce light pollution, but do not eliminate it. Internal lantern reflectors are also available that direct more light downwards. Flat glass lanterns are only available for high-pressure sodium (SON) lighting, and some of the other smaller white light sources.

We will minimise pollution by: -

- Installing lighting sufficient for location and circumstances without over provision.
- Aligning lighting equipment correctly, such that light is directed downwards using flat glass, shallow bowls, shields and baffles.
- Using flat glass and shallow bowl lanterns on all new and replacement works as far as possible.
- Dimming at times of least demand if practicable.

G5 - Waste from lighting systems shall be eliminated, reduced or recycled.**This is because: -**

A large number of lamps are changed and disposed of in Leicestershire each year, together with varying quantities of failed gear components, damaged columns, cabling and other equipment.

The Waste Electrical and Electronic Equipment (WEEE) Directive and the Hazardous Waste Regulations will be followed to ensure as fuller recycling of waste materials as legally required and economically viable is achieved. Disposal to tip must be the last resort.

We will eliminate or reduce waste by: -

- Using lamps with longer life thereby extending the bulk lamp change frequency.
- Using the minimum number of lighting units.
- Considering the whole life costs of components used, including the cost of disposal.

We will recycle waste by: -

- Using components designed to be recycled or refurbished.
- Breaking down lamps such that separated toxic substances can be disposed of safely allowing other parts to be recycled.

G6 - Lighting systems shall minimise the use of energy.

This is because: -

Power for lighting is mainly provided by electricity that is generated at off-peak times, when power production is at 'tick-over'. Technology is available and is being further developed to deliver solar-power, and power generation by hydroelectric means and wind turbines.

However, our aim is to ensure that the amount of energy used in total is no more than is needed, taking into account the aims and objectives of an appropriate lighting system for each location, and to source as much energy as possible from sustainable sources.

We will minimise the use of energy by: -

- The use of appropriate lamps, photocells and control gear.
- Ensuring replacement schemes are correctly designed with optimum spacing.
- The use of alternative technology.
- Dimming lighting at times of least need if practicable.
- Monitoring the operating hours of equipment to ensure they are optimised.

G7 - Energy will be procured by the most advantageous means

This is because:-

We need to ensure best value for Leicestershire County Council

We will procure energy by:-

- Ensuring that we have an accurate inventory of apparatus in accordance with BSCP520
- Meeting the requirements of our Unmetered Connection Agreement with the Electricity Company

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- Exploring the tender options open to use at the time of tendering.
 - Seeking to gain further advantages of scale by letting joint tenders with other electricity users within the Authority or other Authorities.
 - Or, seek to negotiate extensions to existing contracts if this is believed to be financially advantageous.

G8 - We will continue to work with the Electricity Company (Distribution Network Operator, DNO) to ensure good provision of electrical services to our apparatus.

This is because:-

The Electricity Companies currently have a monopoly for the provision of new supplies connected directly to the Electricity Company Network, and for any repairs needed to that network. The performance of the Electricity Company therefore has a direct impact on the performance of our street lighting service.

We will:-

- Work with OFGEM to progress the current Draft National Service Level Agreement (SLA) Document. The SLA will be introduced between Leicestershire County Council and the Electricity Company once the national framework has been agreed
- Ensure that all instructions for works sent to the Electricity Company are accurate and include all plans and documentation they require.
- Work to the Draft SLA and ensure that the Electricity Company also works to this document by monitoring their performance on faults and new connections.
- Whilst connections to street lighting apparatus are outside the provisions of the New Roads and Street Works Act (NRSWA) we will continue with our agreement with the Electricity Company that they will continue to work within the spirit of the NRSWA for the purposes of notification of works and quality of works.

G9 - All staff shall be competent to carry out the duties of their role

This is because:-

Regulation 16 of the Electricity at Work Regulations states that “No person shall be engaged in any work activity where technical knowledge or experience is necessary to prevent danger or where appropriate, injury, unless he possesses such knowledge or experience, or is under such degree of supervision as may be appropriate having regard to the nature of the work”

The County Council needs to ensure that the staff engaged in street lighting scheme design or giving advice on lighting matters to District, Town and Parish Councils,

Developers, and other persons or bodies who contact the County Council have an understanding of the legal issues, national applied standards and documents, and policies/practices of the Leicestershire County Council.

We will achieve this by:-

- Ensuring that all operatives employed by Leicestershire County Council, its contractors and sub-contractors, are trained - or will be trained - and competent to the appropriate sector scheme for their area of work.
- Ensuring that staff are up to date with the latest developments within the industry and promoting the membership of professional bodies

4.2 NEW DEVELOPMENT POLICY

ND1 - New developments will be lit appropriately.

This is because: -

The primary consideration is to secure the safety of the travelling public whether that be in terms of safe utilisation of the road layout or safe from criminal activity. Where there is little or no existing lighting and minimal potential for night time accidents because of low traffic volume, this policy may be relaxed at the specific request of the Parish Council, and either footway lighting or no lighting maybe installed, In taking this decision the future needs of residents will be considered. However, where there are existing accident issues these will take precedence over local preferences.

We will achieve appropriately lit developments by: -

- Designing new development lighting systems using the principles of lighting provision detailed below.
- Taking account of the need to achieve a balance between the safety and convenience for residents and visitors when using the network and preserving the naturally dark areas.
- Consulting Parish Councils on specific development proposals where there are particular local issues that need to be considered in addition to the routine developments adopted and maintained by the County Council.

ND2 - Lighting systems will be designed to National and European Standards appropriate to the road type.

This is because: -

These standards are utilised by all lighting authorities, which ensures a consistent level of lighting appropriate to road type across the country.

We will achieve design to National and European standards by: -

- Designing lighting systems to the appropriate standard.
- Not adopting for maintenance lighting installed below this standard.

ND3 - Lighting systems will meet the requirements of Leicestershire County Council

This is because: -

Policy ND2 will ensure that new installations are compliant with national standards for lighting levels and layout design. However the County Council wish to ensure that lighting systems within Leicestershire are appropriate for the particular situation in which they are installed. To ensure that Leicestershire County Council can maintain the new equipment to a standard not less than the Councils standards of maintenance elsewhere the new equipment installed is to be in accordance with Leicestershire County Councils standard specifications, which may be amended from time to time. Heritage lighting may be installed on new Developments providing that the equipment installed is chosen from Leicestershire County Councils approved list of Heritage Equipment and Commuted Sums are paid to the County Council by the Developer to meet the enhanced maintenance costs associated with this type of equipment.

We will achieve Leicestershire CC requirements by: -

- Requiring developers to comply with the requirements of the County Council Specification for Highway Works for New Development - a companion document to "Highways and Transportation for Development - the Leicestershire Guide".
- Collecting Commuted Sums for Heritage lighting from Developers.

PRINCIPLES OF LIGHTING PROVISION

Street lighting will be provided on all new residential, commercial and industrial developments with consideration taken in respect of existing lighting, conservation areas and general location.

In order to reduce light pollution, lighting will be specified according to the environmental zone in which it is located. These zones have been developed from recommendations put forward by the Institution of Lighting Engineers to reduce light pollution, i.e.

Zone E1 - Areas of Outstanding Natural Beauty, Conservation Areas, Sites of Special Scientific Interest, Environmentally Sensitive Areas, Special Areas of Conservation and Urban Conservation Areas.

Zone E2 - Areas of low district brightness (rural locations outside Zone E1)

Zone E3 - Areas of medium brightness (urban locations)

Zone E4 - Areas of high district brightness (urban centres with high nighttime use)

Zone E1

The provision of lighting in E1 zones should clearly demonstrate benefits that would offset any perceived environmental detriment.

The provision of lighting generally has been shown to improve road safety, as well as enhancing personal safety and deterring crime, which in turn improves the socio-economic character of an area. However, such benefits must be measured against the impact on the living environment and affect aesthetically. Typically, roads in these areas will be secondary distributors and access roads, although there are many instances where development will have taken place either side of a route, which has since become a primary or main distributor.

Where lighting is required in E1 zones, but the level specified in national and/or European standards would be considered excessive, then the Parish Council concerned should be encouraged to adopt suitable footway lighting as necessary.

At locations where nighttime safety issues give serious cause for concern, the level of illumination provided should be the minimum permissible within the available guidance. Equipment used should be placed in such a manner and consist of such optical components that glare and upward light-spill is minimised or eliminated.

The refurbishment or replacement of lighting in E1 zones should take account of the continued use and desire for lighting, as well as whether the standard of lighting could be downgraded and handed over to the local community for adoption or removed completely.

Zone E2

Lighting in E2 zones, as in E1 zones should also demonstrate benefits that would offset perceived environmental detriment. These areas will contain more settlements and villages and there will be a need for the minimum appropriate level of light in accordance with standards, for the benefit of users of the highway, particularly cyclists and pedestrians.

Where there are a number of developments in such areas, these will be usually linked by main distributors and individually served by secondary distributors and access roads.

The volume of traffic would be expected to be greater than E1 zones and would therefore require a higher level of illumination. The main distributor links should only be illuminated at major junctions and sites where there are serious safety concerns.

Due to the larger population, there are likely to be more pedestrians and cyclists, meriting the provision of lighting to encourage such activity and reduce reliance on vehicles. However, the benefits of providing lighting for these activities must be balanced against the potential harm to the environment and will require careful design and choice of equipment.

Zone E3

Areas in E3 zones will generally be in urban locations and would include primary roads, main and secondary distributors, access roads, shared access roads, secondary access roads, footways and cycle routes. Each category of road should be lit to the appropriate recommended light levels stipulated in BS5489.

There may be in these locations areas of special interest or designated conservation areas where lighting requirements also include the need to enhance and improve the local environment for amenity value, in terms of trade and tourism, such as using white light for colour rendition or floodlights for shadowing and other effects. In such cases, a higher standard of light would be permitted, providing always that light control should be no less effective than the normal standard applicable.

Equally, there will be unlit areas and areas of parks and woodland, all of which will have to be considered in respect of any new lighting proposals. There may also be special areas of interest or outstanding natural beauty, where the 'sky-glow' normally associated with urban lighting would be detrimental to the attraction of such areas and should be avoided.

Zone E4

Areas in E4 zones are typically town centres, where there is high nighttime activity in terms of both traffic and pedestrians. These areas are busy by day with traffic and busy at night with people enjoying the various cultural and leisure amenities available. This level of activity requires a high level of lighting to cater for traffic, together with the need to enhance and improve the environment in order to draw people to the various attractions. However, although the level of lighting will be significant, the need for effective light control to prevent light pollution is even more important due to this greater concentration of lighting.

4.3 MAINTENANCE POLICY

M1 - Lighting will be maintained to secure, safe, effective, reliable and economic operation.

This is because: -

For a lighting system to fulfil its primary function, that system must be operational and electrically and structurally sound such that public safety is not endangered. As lighting systems age they deteriorate in general condition and effectiveness of light output, whilst components become increasingly unreliable.

We will achieve secure, safe, effective, reliable, economic operation by: -

- Following the principles laid down in Well-lit Highways - Code of Practice for Highway Lighting Management - briefly comprising:-
- Maintaining an up-to-date inventory of lighting stock to facilitate maintenance management and enable competitive purchase of energy.
- Inspecting lighting systems on a regular basis such that defects are identified within a reasonable period.

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- Repairing defects expeditiously.
 - Bulk changing lamps to maintain light output at satisfactory levels.
 - Electrical and structural testing of units
 - Painting lighting columns
 - Considering the cost/benefits of using equipment with longer service life.
 - Adopting maintenance standards designed to maximise the serviceable life of components.

The full detail of the maintenance policies being detailed below:-

Inventory and Asset Management Systems

We will continue to develop the SBS “Confirm” inventory and management system. We will continue gather the information required by Government to convert this inventory from a traditional street lighting inventory into a risk assessment inventory. Briefly the inventory and management system will contain

- Geographical Data
- Apparatus Data
- Risk Assessment Data
- Operational Data

The inventory will be updated in accordance with the recommended maximum response times given in table 3.1 of Well-lit Highways. This information will be used to effectively and efficiently operate and report on all aspects of the service.

Cyclic Maintenance.

Cyclic maintenance is the main tool in the management of preventative maintenance, forestalling poor performance and failure of the installation.

We will carry out the following Cyclic Maintenance operations:-

- Clean/service the optical equipment/compartments of illuminated traffic signs and bollards on an annual basis. Whilst undertaking this work a visual inspection of the whole unit, including any attachments, will be carried out and its condition recorded. Any minor repairs to the electrical equipment, wiring and door security will be undertaken. The inventory verification will also be undertaken.
- Bulk lamp changing be undertaken at appropriate frequencies for each lamp type. These will be reviewed as new lamp construction or new lamp technologies extend lamp life. Currently SON and SOX lamps are changed after 16,000 hrs (4 years), fluorescent tubes are changed after 8,000 hrs. Any new installation will also be included in the bulk lamp change for that area if it is more than 12 months old at the time the bulk change is due. Whilst undertaking bulk lamp changing the luminaire, photocell and base compartment will be cleaned and moving parts will be greased. A visual inspection of the whole unit, including any attachments, will be carried out and its condition recorded in accordance with the criteria specified in well-lit highways. Any minor repairs to the electrical equipment, wiring and door security will be undertaken. The inventory verification will also be undertaken.

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- Electrical testing of all units will be undertaken on a 6 yearly cycle in accordance with the requirements of BS7671: Requirements of Electrical Installations. At the time of testing minor repairs to electrical equipment, wiring and door security will be undertaken. Capacitors will be replaced at the time of testing to ensure that the County Council is complying with its supply agreement with the Electricity Company. The inventory verification will also be undertaken. Records of tests will be kept.
 - Structural Testing of all units will be undertaken. Currently this is undertaken on a 6 yearly cycle with the Electrical Testing but this will be reviewed once the upcoming “Column Condition Indicator” is published. All columns are subject to a visual check and steel columns also have ultra-sonic material thickness measurements taken and recorded. The condition of attachments is also checked and noted. The information collected by these tests will be used to formulate the column replacement programme, also taking into account the types of columns identified by TRL as posing a significant risk. In extreme cases, where there is immediate danger to the public due to the structural condition of the apparatus the apparatus will cut down and removed from service.

All work tickets for cyclic maintenance operations are issued to the maintenance operatives to be carried out within the calendar month allocated. In line with Well-lit Highways all cyclic maintenance tasks are to be completed not later than 20 working days after the month allocated.

Reactive Maintenance

To maintain the service to the public there is a need to identify lighting units and illuminated traffic signs which have failed, or have mechanical defects, and then to repair them within predefined time scales. We will

- Maintain an emergency service for attendance to incidents such as vehicle impact, cable damage, vandalism or storm damage 24hrs a day 365 days a year.
- Carry out inspections of all units at night to ensure that they are operational on a fortnightly basis (except subway units which will be inspected during the day as these units operate 24 hrs - for health and safety reasons).
- Encourage the public to report defects - either by phoning our freephone Roadline number or using the web. We will advertise these services through as wider means as possible.
- Issue to the maintenance operatives all defects that immediately endanger life for attendance within 2 hrs
- Issue to the maintenance operatives defects where a group of lights are unoperative for attendance “before lighting up time”
- Issue non emergency defects involving the rectification of non-operating Belisha Beacons and School flashing signs and stop signs to the operatives for attendance “before lighting up time”
- Issue non emergency defects involving the rectification of non-operating mandatory traffic signs and bollards (other than those listed above) to the operatives for attendance within 1 working day.
- Issue non emergency defects requiring the replacement of components/removal of graffiti/removal of non approved attachments to the operatives for attendance within 3 working days

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- Where component repairs were unable to be completed, or the repair was unsuccessful, we will reissue the fault to the maintenance operatives for attendance within 3 working days.
 - Issue non-emergency faults involving the removal of offensive and/or racist graffiti to the operatives for attendance within 1 working day.
 - Issue installation of complete units of apparatus to the operatives. Attendance of 90% within 20 working days with 100% within 40 working days.

In line with Well-lit highways all work tickets for cyclic or reactive maintenance are to be returned within 5 working days of the task being completed to ensure that no undue delay occurs with any follow on works required by others, and to allow the inventory and history of that piece of apparatus to be updated.

M2 - Replacement Light units will utilise white light

In line with General Policy G2 above replacement lanterns or complete installations of complete units on maintenance will utilise white light regardless of the light source in the rest of the street.

M3 - Recharging Costs to others

This is because:-

On occasion residents, developers, public utilities or other bodies require lighting columns to be relocated to facilitate their works. It is unreasonable for these costs to be borne by the taxpayer, as it is not Leicestershire County Council who are promoting the works. In the event of accident damage or vandalism we will seek to recover our costs from the third party (unless the accident was a fatal accident)

We will:-

- Work with the third party to enable their works to progress whilst still maintaining the integrity of the lighting system by the installation of temporary lighting if required
- Ensure that the new location for the lighting column permits the lighting scheme to meet the requirements of BS5489.
- Work with Leicestershire Police to endeavour to identify the vehicle owner or culprit of damage or vandalism
- Recharge to the third party costs incurred by Leicestershire County Council, its contractors, sub-contractors and agents for the works undertaken for the third party while making allowance for betterment if appropriate.

4.4 LIGHTING COLUMN REPLACEMENT/IMPROVEMENT POLICY

I1 - Existing lighting systems will be upgraded to modern standards (within budgetary constraints).

This is because: -

Much of the present County Council lighting stock was inherited following the Local Government Act 1966. After local government reorganisation in 1974, the County Council took over direct responsibility of estate and minor road lighting, previously maintained by the former rural and urban district councils. The lighting equipment inherited was not in strict accordance with any design standards and, since design recommendations have changed over recent years, the standard of street lighting is not consistent across the county.

The major problems associated with existing systems of street lighting are:

- old, deteriorated and cracked columns;
- corroded metal columns;
- excessive spacing of columns;
- inefficient light sources;
- sub-standard electrical systems;
- paint finishes applied to poorly prepared columns;
- poor scheme design;
- lamp type not suitable for location;
- column style and height not in keeping with surroundings;

We will achieve upgrading to modern standards by: -

- Undertaking any replacement/refurbishment of systems to appropriate standards.
- Using white light sources for replacement/refurbishment schemes
- Considering localised dark spots for infill/improved lighting through consultation with the Community Safety Partnerships and Police Community Safety Officers.

I2 - Footway lighting will be adopted if upgraded to modern highway standards.

This is because: -

In an effort to improve the overall quality of lighting in the County, there has been a long-standing understanding that Leicestershire County Council will adopt any existing footway lighting systems that have been upgraded by others to roadway lighting systems, provided that the equipment installed meets Leicestershire County Councils specification.

We will assist with this upgrading to BS5489 standards by: -

- Advising Parish Councils of the requirements of BS5489, advising them of Leicestershire County Councils own specifications and assisting with lighting designs and costings if requested.
- Providing technical expertise to assist Parish Councils with the procurement of roadway lighting schemes if requested.

4.5 PERFORMANCE MONITORING POLICY

P1 - Monitoring of Best Value Performance Indicators (BVPI's) will be undertaken

This is because:-

We are required to report to Government BVPI's to enable the Government to compare our performance nationally against other local Authorities. These BVPI's are amended from time to time by Government.

Current BVPI's are

- 215a - The average number of days to repair a street lighting fault that is under the control of the local authority
- 215b - The average time taken to repair a street lighting fault, where response time is under the control of a DNO (Distribution Network Operator or in other words "Electricity Company")

We will:-

- Implement and maintain such inventory and management systems as required to enable BVPI to be reported.
- Review working practices and systems to attain continuous improvement to the BVPI
- Work with our contractors, subcontractors, agents and partners to ensure that their performance also shows a continuous improvement

P2 - Monitoring of Local Indicators and Information Required by the Midlands Region Street Lighting Service Improvement Group will be undertaken

This is because:-

It is a best value requirement that we compare our performance against that of other local authorities, and that we challenge our performance to attain improvement. These challenges and comparisons need to be more comprehensive than the BVPI's.

We will:-

- Implement and maintain such inventory and management systems as required to enable the information to be produced for comparison.
- Review working practices and systems to attain continuous improvement.
- Work with our contractors, subcontractors, agents and partners to ensure that their performance also shows a continuous improvement

P3 - Monitoring of Performance within Leicestershire County Council will be undertaken.

This is because:-

In order to deliver improvements to the quality of service provided it is essential that we challenge our own working methods and practices and compare different working methods and practices.

We will:

- Monitor that night patrols are being undertaken by use of the vehicle tracker.
- Monitor the actual response times for Reactive Maintenance works detailed in policy M1 above and log the number of Reactive Maintenance tasks completed within and outside the stated timescales. Investigate any reason for Reactive Maintenance works being completed outside the stated timescales and look for improvements to working methods and practices to reduce any non-conformances.
- Monitor the actual response time of the Electricity Company for faults and new connections as detailed in the Draft National Service Level Agreement and log the number of tasks completed within and outside stated timescales
- Work with the Electricity Company to investigate any reason for works being completed outside the stated timescales and look for improvements to working methods and practices to reduce any non-conformances.
- Monitor the cyclic maintenance tasks to ensure that the cyclic works detailed in policy M1 above are completed within the stated timescales.
- Investigate any reason for cyclic works being completed outside the stated timescales and look for improvements to working methods and practices to reduce any non-conformances.
- Monitor the time taken from receiving a defect from a member of the public to processing that defect into a Reactive Maintenance task to ensure that undue delays do not occur in work processing.
- Where lights are knocked down, or taken out of commission for safety reasons we will monitor the length of time taken to process a work instruction for a new piece of apparatus.
- Monitor the number of return visits required to pieces of apparatus and investigate the reasons for these. Revise equipment specifications or equipment location accordingly and work with suppliers to improve the quality of products in use. Implement training of personnel if required.
- Monitor and report the number and cost of unrecovered damage and vandalism to our equipment. Work with the Police and other agencies to reduce the number of occurrences and cost incurred by the Authority.

4.6 ATTACHMENTS POLICY**A1 - Attachments to lighting columns will not normally be permitted.****This is because: -**

The majority of lighting columns have not been designed to accommodate the additional load and stresses induced by such attachments as signs, floral decorations, banners, festive decorations and CCTV equipment.

We will achieve this by: -

- Not encouraging attachments. However, where they are considered to be of value to the community and are not for commercial purposes, attachments such as festival/festive lights, floral decorations, flags and banners may be permitted but only with the written approval of the County Council. Such attachments will be subject to the structural testing of the column(s) to ensure that the additional loading(s) can be safely supported. The costs of such tests will be met by the organisation wishing to attach signs. The

Leicestershire County Council Policy covering the “Installation, Operation and Removal of Festive Decorations on or above the Public Highway” will also need to be complied with.

- Ensuring that traffic signs that are attached to lighting columns do not exceed the lighting column manufacturers recommended windage area. This is particularly important where multiple signs are attached to a lighting column. In these cases either a freestanding traffic signpost will be required or, if no other suitable site exists, a strengthened column may be installed at the cost of the organisation wishing to fit the sign.
- Removing signs and attachments that have not been approved by Leicestershire County Council and recovering the costs of removal, storage and disposal from those responsible.

A2 - The supply of electricity from lighting columns for the purposes of powering temporary traffic control, festive illumination etc. will only be permitted with the express permission of the Electricity Company for each installation.

This is because:-

There are several potential financial, operational, legal and safety issues that may arise, were the County Council to permit a third party to make (or arrange to have made) temporary connections to lighting equipment without the permission of the Electricity Company. However, there is no reason why a third party cannot make its own arrangements with the Electricity Company for a temporary (or permanent) supply, subject to the usual highway and planning approvals.

We will achieve this by:-

- Not encouraging third-party connections. However, where they are considered to be of value to the community and are not for commercial purposes and an alternative suitable supply is not available, such connections may be permitted but only with the written approval of the County Council.
- Supplying, fitting, maintaining and removing temporary supply units for the purposes of powering temporary traffic signals, once we have established that the third party has the agreement of the Electricity Company. The costs of this work will be recharged to the person or organisation requiring the temporary supply unit.
- Supplying, fitting, maintaining (and removing) permanent (or temporary) supply units for the purpose of festive decorations, once we have established that the third party has the agreement of the Electricity Company. The costs of this work will be recharged to the person or organisation requiring the supply unit. The Leicestershire County Council Policy covering the “Installation, Operation and Removal of Festive Decorations on or above the Public Highway” will also need to be complied with.

4.6 INNOVATION AND NEW TECHNOLOGY POLICY

NT1 - Innovative ideas and new technology will be monitored and evaluated.

This is because: -

The street lighting industry is innovative and new products are constantly being developed many of which can result in improved whole life costs, energy efficiency, reliability, durability and aesthetics.

We will achieve this by: -

- Keeping abreast of innovation and new technology.
- Being receptive to new ideas and products promoted by manufacturers and accommodating trials where any risk to the authority is minimal or underwritten by the manufacturer.

Further Useful Information

DOCUMENT
Leicestershire County Council Medium Term Corporate Strategy
Leicestershire County Council Specification for Highway Works for Development - a companion document to "Highways and Transportation for Development - the Leicestershire Guide"
Highways Act, 1980
BS5489-1:2003 - Code of Practice for the Design of Road Lighting
BS EN 13201-2:2003 - Road Lighting : Part 2: Performance Requirements
BS EN 13201-3:2003 - Road Lighting : Part 3: Calculation of Performance
BS EN 13201-4:2003 - Road Lighting : Part 4: Methods of Measuring Lighting Performance
The Institution of Lighting Engineers Code of Practice for Electrical Safety in Public Lighting Operations
The Institution of Lighting Engineers Technical Report Number 22: Lighting Columns and Sign Posts: Planned Inspection Regime
The Institution of Lighting Engineers Guidance Notes for the Reduction of Light Pollution
CSS Well-lit Highways, Code of Good Practice for Highway Lighting Management
Leicestershire County Council Policy for the "Installation, Operation and Removal of Festive Decorations on or above the Public Highway"

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