



## Flintshire County Council

### Street Lighting Policy – April 2015

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## 1. Introduction

- 1.1 This Policy outlines the basic principles and standards applied to the maintenance of Street Lighting and Illuminated Street Furniture within the administrative area of Flintshire County Council, setting out the aims of the Authority with respect to maintenance regimes and the procedures put in place to achieve those aims.
- 1.2 The overall objective is to manage and maintain a safe, effective and efficient network that ensures the safety of all road users, pedestrians and cyclists.

The Policy will apply to:

1. Flintshire County Council owned Highway and Amenity Lighting
  2. Flintshire County Council owned Illuminated and Electrical Street Furniture
  3. Town and Community Council owned Lighting maintained by the County Council on their behalf
- 1.3 The Street Lighting Policies have been developed to support the aims and objectives of other County Council strategies and initiatives by recognising that street lighting and illuminated street furniture plays a major part in helping to reduce crime, improving driver behaviour, pedestrian's visibility distances and promoting a safer community and reducing the fear of crime. (Crime and Disorder Act 1998).
  - 1.4 Flintshire County Council's Street Lighting Department will endeavour to improve the environment by reducing upward wasted light and reducing the carbon foot print of the service.

## 2. Legislative Powers

- 2.1 Flintshire County Council is not required by law to provide street lighting, however, under the highways act 1980, S97 –

“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”.

However Flintshire County Council is required to maintain any street lighting it does provide in a safe condition for the benefit of the community it serves.

- 2.2 On the 1st 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.

Roadway lighting falls into one of two categories:

- Group A, columns of a height of 10m and above
- Group B, columns of a height of between 5m and 8m

Standard for both groups are as laid down in the British Standard Code of Practice for Street Lighting.

- 2.3 Some Town and Community Councils in Flintshire retained the responsibility for footway lighting only.

Footway lighting is defined as a system of lighting provided for the highway, in which either:

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

- 2.4 The North and Mid Wales Trunk Road Agency (NMWTRA) is the Highway Authority for road lighting on trunk roads and will have its own Policies and practices for maintenance of those installations. The maintenance of these lights is carried out by Flintshire County Council on behalf of NMWTRA

### **3 Main Aims**

- 3.01 Flintshire County Council Street Lighting Team's aims are as follows:

1. To manage our current street lighting and illuminated street furniture network in a safe and fit for purpose condition and in accordance with the HAMP.
2. To manage the reaction time to rectify and respond to reported faults
3. To provide the highest quality of service providing excellent value for money.
4. Reduce the Carbon footprint and environmental impact of the service.

- 3.02 The Aims will be achieved by the following

1. Ensure that a high proportion of street lighting and illuminated street furniture is functioning correctly at all times.
2. Ensure faulty illuminated street furniture is wherever possible repaired within the timescales specified within this policy.
3. Visit all illuminated street furniture on a regular basis in accordance with the timescale specified within this policy to undertake planned preventative maintenance and to verify their structural and electrical condition.
4. Ensure the appropriate quality of light is being provided by replacing all lamps (where applicable) on a regular basis in accordance with the timescale specified within this Policy.

5. Develop a risk management strategy to undertake an effective planned renewal programme for the replacement of obsolete and life expired columns utilising the available budgets.
6. Ensure compliance with the Electricity at Work Regulations 1989 is met by periodically tested and inspecting all illuminated street lighting units and rectifying identified defects.
7. Continue to develop further the management information system in order to effectively manage the inventory.
8. The service will endeavour to reduce the carbon footprint of the service in the following ways:
  - a. The purchase of low energy lighting units for all replacements;
  - b. Installation of new energy saving equipment when necessary;
  - c. Installation of dimming equipment in accordance with the Policy;
  - d. Installation of part night equipment in accordance with the Policy;
  - e. Installation of tried and tested equipment to reduce waste;
  - f. Employ appropriate recycling of life expired components;
  - g. Carry out timely repairs and maintenance;
  - h. Bulk light source change (certain areas) on a four year cycle;
  - i. Employ monitoring systems and night time inspections;

#### **4. Benefits of a Well Maintained Street Lighting Network**

- 4.1 Lighting makes an important contribution to highway safety for both drivers and pedestrians and enhances both the appearance and vitality of the community. The introduction of the 1998 Crime and Disorder Act placed an obligation on Flintshire County Council to develop and implement safer community strategies.
- 4.2 The provision of modern highway lighting is one of the ways in which Flintshire County Council can demonstrate its commitment to a safer and more attractive community.
- 4.3 Analysis of highway lighting schemes indicate that they are a cost effective solution to assisting in reducing night time road traffic accidents.

## **5. Maintenance and Management**

- 5.1 The Highways Act 1980 defines Highway Authorities as responsible for the road lighting on adopted highways or potentially adopted highways within its administrative area.
- 5.2 This legislation does not require the provision of road lighting in every location. However, where road lighting is provided, the Highway Authority has a duty of care with respect to maintaining that lighting in a safe condition.
- 5.3 Maintenance standards are a matter for the Authority to determine. The two possible approaches for maintaining street lighting are:
- a. Planned Preventative Maintenance approach (PPM). This approach involves regularly visiting assets to undertake routine maintenance activities and replace key components (such as the lamp) even if they are still in good working order
  - b. Reactive Maintenance. This approach involves visiting assets only when they are known to have failed i.e. following notification of a fault
- 5.4 There are economic consequences with either option, however the Council will adopt the following
- a. 'A' Roads and other roads with a requirement for complex traffic management arrangements to carry out street lighting repair work e.g. dual carriageways - Planned Preventative Maintenance Approach
  - b. All other locations - Reactive Maintenance Approach
- 5.5 The Policy, when replacing life expired equipment and components, is to specify well engineered quality products so that the assets reliability is improved thus reducing long term maintenance costs.
- 5.6 Faults will be identified by undertaking night inspections, during other inspections and reports. The frequency of these inspections shall be every 28 days.

The standard for repairing faults within the control of the Council will be defined into three groups:

1. 3 working days for locations assessed as vulnerable, CCTV sensitive, traffic calming, traffic sensitive or (speed) illuminated traffic signs;
2. 10 working days for all other locations;
3. Units owned by the Council but subjected to mains supply faults (i.e. those not the responsibility of the Council) are governed by OFGEM standards.

5.7 This information along with reports made directly by members of the public to the street lighting section is entered into the street lighting management information system (Mayrise) and actioned

5.8 All installations within Flintshire shall adopt a white light (low energy) approach (where practical) and shall incorporate a dimming arrangement by 35% from 2200 hrs to 0600 hrs each day.

Exceptions will be:

- Known accident sites
- CCTV Sites
- Sites where dimming the lighting results in the lighting level falling below the level specified in the guidance notes for roads of that category between those hours

5.9 Part night installations shall be installed at the following

- On rural and non-residential 'A' roads
- Residential estates
- On rural and non-residential strategic routes
- On industrial estates

5.10 The lights will be electronically timed to turn off between midnight and 0500 hrs or midnight and 06.00 hrs each day location dependant. A residual lighting level will remain on each road, based on the risk assessment

A risk assessment will be completed on each site prior to a decision on part night lighting is made and the following groups or individuals will be consulted as part of the process

- N W Police
- Local Member
- T&CC Council
- Internal FCC stakeholders

5.11 The service will take a proactive approach to managing the lighting infrastructure, investigating new opportunities for improving the energy efficiency and carbon footprint of the service.

## **6. Lighting Column Replacement**

6.1 The backlog of replacements will be monitored through the inspection process shown in 7.1 to ensure the inventory remains in a safe state of repair. Any funds made available will be utilised to carry out replacement work.

## **7. Lighting standard and improvements to the inventory**

7.1 The Council cannot specify a particular or consistent standard of lighting on any road or footway. However on new developments and regeneration schemes the Flintshire County Council Street Lighting Specifications and required standard of lighting shall be adhered to.

## **8. Inspection and Testing regimes**

8.1 The Council will carry out a robust inspection and testing regime in accordance including the following:

1. Evening driven inspections to identify faults – These will be carried out by the Streetscene out of hours teams on a rota which ensures that every light is inspected every 28 days.
2. Maintenance Visit – These maintenance visits will be carried out every three years by the area electricians. During the visits the electrician will carry out a visual inspection of the components of the light and clean / grease the unit.
3. Electrical Test Visit – These maintenance visits will be carried out every six years by the area electricians. The tests will be in accordance with the statutory requirements and the outcome recorded and retained.
4. Structural Test – Structural tests will be carried out by specialist contractors. The columns will be identified following the maintenance visit or by a programmed inspection regime of columns which have exceeded their expected life expectancy.

## **9. Town and Community Council Owned Lighting**

9.1 There are variations in the way T&CC owned footway lighting is maintained, i.e. either via the County Council or through independent contractors. Where the T&CC requests the Council to carry out the work, the lighting is maintained to the same standard as Council owned lighting. The lights will be included on the Council's inventory and complaints regarding faults received directly into the Streetscene Contact Centre.

9.2 Once an accurate assessment of each individual T&CC lighting network is gathered, the Council would be in a position, if required, to procure energy on behalf of the T&CC at the lower rate which is available to the Council.

9.3 Should those T&CC's not currently utilising the Council to maintain their lights, they can request their energy procurement is made through these arrangements. A full inventory gathering exercise by the Council's electricians will be required. The cost of this work will be charged at cost to the appropriate T&CC. Once this information is obtained, the Council Contact Centre can also take and pass on fault requests to the appropriate T&CC on their behalf.

## **10. Festive Illumination**

10.1 Flintshire County Council will manage contractual arrangements for installations, maintenance and repairs on behalf of the Town and Community Councils if asked.

10.2 Costs of the contractor and tender process will be paid by the relevant Town or Community Council with the aim of a reduction in cost due to economy of scale. The actual cost including staff recharges will be passed to the T&CC.

10.3 All installations of festive illumination will require prior approval and inspection upon installation from the Street Lighting Department.

#### **11. Adoptions to the Street Lighting inventory**

11.1 The standard of lighting to be provided at any location will be required to meet the Council's lighting specification and standard before it can be considered for adoption into the Council's network.

11.2 The promoter will be required to submit their proposals to the Council for approval before commencement of any work and will be subject to a final site inspection prior to adoption.

11.3 In addition and prior to adopting any street lighting and illuminated street furniture into the Council's inventory from any source a 10 year energy and maintenance contribution from the scheme promoter, in the form of a Commuted Sum, will be required.

11.4 The charge will be based on the energy costs plus maintenance costs projected for the 10 year period.