

**FLINTSHIRE COUNTY COUNCIL**

**REPORT TO:**           **CABINET**

**DATE:**               **TUESDAY, 19 MARCH 2013**

**REPORT BY:**       **DIRECTOR OF ENVIRONMENT**

**SUBJECT:**           **STREETLIGHTING POLICY**

**1.00**   **PURPOSE OF REPORT**

1.01    To seek Cabinet approval of a Street Lighting Policy.

**2.00**   **BACKGROUND**

2.01    There is no statutory requirement on the Council to provide Street Lighting on any road or footpath however, where lighting is provided the Council has a statutory obligation to maintain the system in a safe state of repair. The Council also has a duty under Section 17 of the Crime and Disorder Act 1998 to exercise its lighting function with due regard to their effect on crime and disorder in an area.

2.02    The Council owns and maintains approx 20,500 street lights and 3,000 illuminated signs across the County and in addition the Council maintains Trunk Road Lighting on behalf of Welsh Government.

2.03    Some Town and Community Councils (T&CC's) also own and maintain their own footway lighting columns which total approximately 3,500 units. Approximately half of the T&CC's subsequently contract the Council to carry out the necessary repairs and maintenance on their behalf with the remaining Councils contracting the work to private contractors or organisations.

2.04    The Council is responsible for the structural integrity of the columns it owns and maintains, as well as the electrical apparatus within them. Any faults which may occur with this equipment are repaired by the Council, utilising the Council's in-house Street Lighting service within Streetscene. Supply faults are the responsibility of the Network Management Organisation (Normally Scottish Power) who are responsible for providing the electricity supply to the column.

2.05    The Council does not currently have a comprehensive Street Lighting Policy document covering all aspects of the service from adoption or installation and the various maintenance regimes which are essential to maintain the system in a safe and efficient state of repair.

### **3.00 CONSIDERATIONS**

#### **3.01 Number of Street Lights**

The Council has a stock of approximately 20,500 street lighting columns which is increasing by approximately 200 to 300 columns per year, as lights from new developments and highway improvements become adopted and the responsibility of the Council. The Council also maintains approximately 1,700 street lighting columns or items of street furniture on the Trunk Road network on behalf of the Welsh Government.

The Council maintains approximately 3,000 lit signs or other items of electrical street furniture, such as illuminated bollards.

In addition approximately 3,500 footway columns are owned and fully funded by Town and Community Councils.

#### **3.02 Budgets**

The street lighting budget for 2012/13 is £601,046 (excluding energy costs).

Approximately 40% of the lighting stock i.e. some 8,000 columns are older than their anticipated 30 year life expectancy; these columns are regularly inspected to ensure their continuing structural integrity. At the present time around 200 - 250 columns per year have to be replaced because of their structural integrity identified following the Council's structural testing regime. This replacement work is funded by the Councils annual capital budget allocation of £225k however, there is no funding for capital improvements to the lighting infrastructure.

The replacement of life expired concrete columns has been identified as a critical risk to the Council and subsequently a bid into the Welsh Governments Highway Prudential Borrowing Initiative has resulted in an allocation of approximately £1.4m over three years for the purpose of replacing street lighting columns.

In addition, the Council spent almost £900,000 on energy costs relating to street lighting in 2011/12, with similar levels of spend anticipated for the current year.

By adopting the part-night lighting and dimming options included in the new Policy a financial saving of approximately £50k is anticipated in 2013 - 14. This will be achieved by replacing the lighting units (with more energy efficient units) at the same time as the work to replace the life expired columns, paid for by Welsh Government Prudential Borrowing funds. By adopting this approach, the rate of return on the investment made reduces to an acceptable level. However to carry out the replacement as a one off piece of work would not be cost

effective and would not meet recognised payback periods for Invest to Save Initiatives (See Appendix 2).

### 3.03 Reported faults

Street lighting faults are reported directly to the Streetscene Contact Centre (01352 701234). The Centre has direct access to the Streetscene software mapping system (Mayrise) which shows the location of all Council owned lights. T&CC lights which are maintained by the Council will also be entered onto the system and highlighted to ensure the operator is aware of the specific ownership details. This work will be completed by the end of March 2013.

The Contact Centre operator enters fault notifications directly into the Councils software system and then sent electronically to the Area Electrician to carry out the necessary repairs.

The number of reported faults received by the service in recent years are as follows:

2010/11 – 2,444 Fault reports received  
2011/12 – 2,759 Fault reports received  
2012/13 – 1,597 Fault reports received (to-date)

Around 5% of all faults received were mains faults, which are the responsibility of Scottish Power. These faults are reported to Scottish Power by the Street Lighting staff, once it has been verified that a mains supply fault is the cause of the problem.

The standard for repairing faults within the control of the Council (as agreed by Cabinet on 18<sup>th</sup> December 2012) is 3 working days. The service performance in recent years has been as follows:

2010/11 – 2.35 Days average  
2011/12 – 3.0 Days average  
2012/13 – 3.0 Days average (Q1 and Q2)

The current standard for mains supply faults is 25 working days (i.e. those not the responsibility of the Council). The Council has recently been successful in obtaining financial compensation from the Network Management Organisation, where they have failed to meet this agreed standard.

### 3.04 Town and Community Council Footway Lighting

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 then contracts the Council to carry out the work, the lighting is maintained to the same standard as Council owned lighting. Whilst details of the lights are being entered onto the Councils inventory, complaints regarding faults are received directly into the Streetscene Contact Centre and passed to the Area Electricians by email to carry out the necessary repair work. Once details of the T&CC inventories have been gathered (Para 3.03), the lighting units owned by the T&CC's will be managed in exactly the same manner as the Council own lighting and fault details will be passed electronically to the Area Electricians.

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

Should T&CC's not currently utilising the Council to maintain their lights request their energy procurement is made through these arrangements, a full inventory gathering exercise by the Councils electricians will be required. The cost of this work will be charged 'at cost' to the appropriate T&CC.

If this information were to be obtained, the Councils Contact Centre can also receive and pass on fault requests to the appropriate T&CC on their behalf which would simplify the fault reporting process for residents.

The question of historical ownership of T&CC lighting is complex and based on decisions made in many cases before Local Government reorganisation in 1996. The new Street Lighting Policy does not change or recommend any changes in respect of current Street Lighting ownership arrangements. Should T&CC require the lights under their ownership to pass to the Council, the formal adoption process (Para 3.05) can be followed.

### 3.05 Adoption into the Council Street Lighting Inventory

The Council will in future apply the protocol detailed within para 12 of the attached Policy - **Appendix 1**, prior to adopting Street lighting and illuminated street furniture into the Councils inventory from any source. This will include the provision of a 10 year energy and maintenance contribution from the scheme promoter in the form of a Commuted Sum.

Prior to adoption, any lighting system or individual lighting units will be required to meet the Council specification for Street Lighting and Illuminated Signs, as set out in the paper in the Members' library.

### 3.06 Christmas Lighting

The Council currently installs and maintains Christmas lighting on behalf of some T&CC's. The service is not offered to all T&CC's because of the lack of available resources within the service and the high intensity of the work, during what is one of the busiest periods of the year for fault repair work, results in core service delivery being reduced to accommodate the installation work. The new Policy states that if requested to do so, Christmas installation and maintenance will in future be tendered by the Council on behalf of the T&CC's. The contract will also be managed by the Council as part of our duty of care in respect of the lighting network. The cost of the work on site will be passed in full to the respective T&CC together with a charge for the Council staff time carrying out the tendering and monitoring work on behalf of the T&CC's.

This arrangement will be offered to the T&CC's currently utilising the Council for the work in 2013 and to all T&CC's in 2014.

3.07 Following discussions at the Environment Overview & Scrutiny Committee, an open workshop for Members was held in December 2012. The workshop considered all of the aspects of the service under the following headings:

1. Do Members understand how the current Street Lighting service operates?
2. What are Members comments/concerns in respect of the following:
  - Part night dimming of lights in residential areas
  - Part night lighting of lights in non residential areas
  - Application of a commuted sum for the adoption of Streets lighting from all developers and T&CC's

Feedback and suggestions from the workshop have been incorporated into the policy development.

3.08 The workshop considered the various options available for the type of street lighting to be used for all new and replacement lighting systems in the County. The options included:

Lighting Type	Colour of Lamp	Advantages	Disadvantages
SOX	Golden Orange	Low initial purchase costs	<ul style="list-style-type: none"> <li>▪ High amounts of 'wasted light',</li> <li>▪ High energy costs</li> <li>▪ Not effectively controlled i.e. dimmed</li> </ul>
SON	Yellow/Gold	Relatively low initial purchase costs	<ul style="list-style-type: none"> <li>▪ Relatively high amount of 'wasted light',</li> <li>▪ High energy costs</li> <li>▪ Not effectively controlled i.e. dimmed</li> </ul>
White Light	White	Higher initial purchase costs	<ul style="list-style-type: none"> <li>▪ Low levels of 'wasted light'</li> <li>▪ Lower energy usage</li> <li>▪ Controllable (dim and part night)</li> </ul>
LED	White	Very high initial purchase costs	<ul style="list-style-type: none"> <li>▪ Very low levels of 'wasted light'</li> <li>▪ Very low energy usage</li> <li>▪ Controllable (dim and part night)</li> <li>▪ Limited market options</li> </ul>

Having considered the various options, the workshop confirmed that the most appropriate lighting system to be installed on the Councils highway network is the 'White light – Cosmopolis' option and that this should be specified in future on all new developments and utilised during any replacement or upgrade work carried out by the Council.

### 3.09 Part Night Dimming

The Council policy will be in future to dim all street lights in non traffic sensitive or CCTV defined locations in urban and residential areas by

35% during the period 22.00 hrs – 06.00 hrs in line with the protocol defined in the new Policy This represents an overall 17.5% energy saving compared to lights which are not dimmed.

### 3.10 Part Night Lighting

The Council policy will be in future to turn off all Street Lights in non traffic critical or CCTV defined areas in non residential areas during the period 00.00 hrs – 06.00 hrs in line with the protocol defined in the new Policy. The part night lighting option delivers a more cost effective option than dimming providing an overall 52% energy saving when compared to lights which are not turned off during the period specified. The proposal also increases the life expectancy of lamp (bulb) because of the shorter period of operation There is no evidence that the performance of any other components within the light are reduced by the introduction of the part night lighting options.

### 3.11 Lights on Un-adopted roads/footways

Lighting on un-adopted roads will remain the responsibility of the land owner. No repairs will be undertaken without payment in advance for any repair work which will be carried out without admitting any future liability for maintenance.

### 3.12 Un-adopted Lights on Adopted roads or footways

Legal advice has confirmed that existing un-adopted lighting columns on adopted roads should be considered to be adopted and the Council has a responsibility and duty of care to maintain the lights to the same standard as those adopted and within the Council street lighting inventory.

### 3.13 Inspection and Testing regimes

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

- Evening driven inspections to identify faults – Every 14 days
- Maintenance visit – Every two years
- Electrical Test visit – Every six years
- Structural Test – As required

## 4.00 **RECOMMENDATIONS**

4.01 That Cabinet approves the Councils Street Lighting Policy – **Appendix 1.**

4.02 That Cabinet approves the Council's specification for Street Lighting and Illuminated Signs, as set out in the paper in the Members' library.

4.03 That Cabinet approves offering Town and Community Councils the opportunity to procure energy on a rechargeable basis through the Council based on the information in paragraph 3.04 of this report.

4.04 That Cabinet approves the adoption of all un-adopted street lights situated on adopted highways.

#### **5.00 FINANCIAL IMPLICATIONS**

5.01 The maintenance budget will remain unchanged by the proposals.

5.02 The energy saving initiatives will deliver approximately £50k savings in 2013-14.

5.03 The cost of adopting the un-adopted lights will be from current maintenance budgets.

#### **6.00 ANTI POVERTY IMPACT**

6.01 Not applicable.

#### **7.00 ENVIRONMENTAL IMPACT**

7.01 The reduced lighting levels and reduced energy usage will have a positive impact on the environment.

#### **8.00 EQUALITIES IMPACT**

8.01 A desk top EIA has indicated that the new Policy will not impact on any individual or group disproportionately.

#### **9.00 PERSONNEL IMPLICATIONS**

9.01 None.

#### **10.00 CONSULTATION REQUIRED**

10.01 Prior to introducing part night lighting – in accordance with Policy.

10.02 Prior to introducing Part Night Dimming – With Local Members.

#### **11.00 CONSULTATION UNDERTAKEN**

11.01 With Cabinet Member.

11.02 With Members through open workshop – 7<sup>th</sup> December 2012.



## **12.00 APPENDICES**

Appendix 1 – The Councils Street Lighting Policy.

Appendix 2 – A summary of the costs and benefits of replacing existing luminaries with more energy efficient models.

### **LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS**

None.

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