



Flintshire County Council

Street Lighting Policy

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Contents:

1. Introduction
2. Legislative Powers
3. Main Aims
4. Benefits of a Well Maintained Street Lighting Network
5. Maintenance and Management
6. Lighting Column Replacement
7. Lighting Standard and Improvements to the Inventory
8. Inspection and Testing Regimes
9. Town and Community Council Owned Lighting
10. Festive and Decorative Illumination
11. Adoptions to the Street Lighting Inventory

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1. Introduction

- 1.1 This Policy outlines the basic principles and standards applied to the maintenance of Street Lighting, other Electrical assets and Illuminated Street Furniture within the administrative area of Flintshire County Council, setting out the aims of the Council with respect to maintenance regimes, testing and inspection of the network 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, Car Parking, Amenity Lighting and Streetscene assets.
 2. Flintshire County Council owned Illuminated, Electrical Street Furniture and infrastructure.
 3. Town and Community Council owned Lighting maintained by Flintshire County Council on their behalf.
 4. Festive, Illuminated, Electrical Street Furniture and infrastructure installed on or across the adopted Flintshire County Council highway network.
 5. Electrical Street Furniture, Illuminated and Electrical Assets installed for adoption by Flintshire County Council.
- 1.3 The street lighting policies and procedures have been developed to support the aims and objectives of other 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. Where ever possible the energy efficient LED option will be utilised in lanterns.

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 generally 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 and Electrical Street Furniture.

- 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.

It is noted however, that a number of Town and Community Councils in Flintshire exceed the above and have been given the opportunity to upgrade the infrastructure to Flintshire County Council's specifications and pay a 10 year commuted sum for the units to be formally adopted by Streetscene.

- 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 currently carried out by Flintshire County Council on behalf of NMWTRA.

3 Main Aims

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

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 or when directed to do so by the Operational North and Street Lighting Manager.
4. Ensure the appropriate quality of light is being provided by replacing lamps (where applicable) on a regular basis in accordance with the timescale specified within this policy.
5. Develop and manage 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 (preferably LED) 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 consistent tried and tested equipment to reduce stocking and supply costs
 - f. Employ appropriate recycling of life expired components

- g. Carry out timely repairs and maintenance within policy guidelines
- h. Bulk light source change (in defined areas only) on a four year cycle
- i. Employ monitoring systems and night time inspections to identify faults during the winter months

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 approaches utilised 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 low energy 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 and during other irregular site inspections. The frequency of the regular evening inspections shall be every 28 days during the months of October to April.

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 (except major faults)
3. Units owned by the Council with mains supply faults (i.e. those not the responsibility of the Council) are governed by OFGEM. The response will be subject to the SLA with the Network Supplier.

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 (LED where practical) and shall incorporate a dimming arrangement by up to 35% from 2200 hrs to 0600 hrs each day. This regime maybe amended by the Operational North & Street Lighting Manager subject to a site by site basis assessment.

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 considered for installation at the following

- On rural and non-residential 'A' roads
- (Selected and Assessed) Residential Estates
- On rural and non-residential strategic routes
- On industrial estates

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 risk assessment will be completed and the following groups or individual will be consulted:

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

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 Para 8 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

The Council cannot specify a particular or consistent standard of lighting on any road or footway without a full design. However on new developments and regeneration schemes Flintshire County Council Street Lighting Specifications shall be adhered to at all locations.

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 staff on a rota which ensures that every light is inspected every 28 days during the months of September to April.
 2. Maintenance visit – These maintenance visits will be carried out every three years by a qualified street lighting electrician. During the visits the electrician will carry out a visual inspection of the components of the light, clean / grease the unit, replace defective items and update the Mayrise inventory accordingly. These locations will include non-electrical items within the system such as ducting, duct boxes, housing etc.
 3. Electrical Test visit – These visits will be carried out every three years by the electricians and will be incorporated within the Maintenance visit. 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 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 T&CC assets which are installed on the public highway are to be maintained to an acceptable standard and to the Council's Street Lighting Specification. The Operational North and Street Lighting Manager may request a copy of all such certification to confirm a safe and effective network is being maintained.
- 9.4 Should T&CC's not currently utilising the Council to maintain their lights they can request their energy procurement is made through this arrangements, a full inventory gathering exercise by the Council's electricians will be required. The cost of this work will 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, Decorative and Miscellaneous Illumination

- 10.1 Flintshire County Council will manage contractual arrangements for installations, maintenance and repairs of decorative or such lighting on behalf of the Town and Community Councils if asked to do so.
- 10.2 Costs of the contractor and tender process will be passed to the relevant Town or Community Council. The actual cost including staff involved on the direct supervision of the work will also be included
- 10.3 All installations of festive lighting, associated illumination or miscellaneous works over the adopted highway network will require prior approval by the Operational North & Street Lighting Manager – before, during and after installation. All contractors employed or engaged to undertake works or operations on any assets which are owned or pass over the highway network will be required to hold the relevant qualifications and accreditations as laid down within the Street Lighting Specifications.
- 10.4 All installations of CCTV and associated apparatus will be provided to the Operational North & Street Lighting Manager prior to erection and will follow the approved process. All contractors employed or engaged to undertake works or operations on any assets which is owned or pass over the highway network will be required to hold the relevant qualifications and accreditations as laid down within the Street Lighting Specifications document

11. Adoptions to the Street Lighting inventory

- 11.1 The standard of lighting to be provided at any location within Flintshire County Councils will be required to meet the Council's lighting specification and standard, before it can be considered for adoption into the Council's ownership and network.
- 11.2 The promoter will be required to submit their proposals to the Operational North & Street Lighting Manager for approval before commencement of any work and will be subject to on-going and a final site inspection prior to adoption in accordance with the Street Light Specification.
- 11.3 In addition and prior to adopting any street lighting and illuminated street furniture or associated assets 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. This charge will be based on the energy costs, management costs and on-going maintenance costs projected for the 10 year period.