

STREET LIGHTING POLICY – As per Executive Decision I011656

Effective from 18 July 2016

1.0 POWERS IN RELATION TO STREET LIGHTING

- 1.1** Under the Highways Act 1980, Lincolnshire County Council:
- is the Highway Authority within the county of Lincolnshire
 - is the prime Street Lighting Authority in the county of Lincolnshire
 - is empowered to light roads
 - does not have a duty to provide lighting for roads.
- 1.2** Other local councils in Lincolnshire have or may adopt powers to provide street lighting (eg City, Borough, District and Parish Councils).
- 1.3** Highways England (HE), as the government company responsible for Trunk Roads across the country, may provide street lighting for Trunk Roads within Lincolnshire.

2.0 STREET LIGHTING ON EXISTING ROADS

- 2.1** On existing adopted roads, the County Council will, as far as practicable, ensure its lighting forms a sustainable network by managing energy consumption to a minimum by:
- A. Working through the following hierarchy for existing street lights wherever practicable, including when lighting comes to the end of its useful life:
 1. Complete removal of lights (subject to a lighting assessment and local engagement) where this is the most financially sustainable solution considering removal costs.
 2. Turning lights off (subject to a lighting assessment)
 3. Part night lighting as described in section 7.5 of this policy.
 4. Dimming lights as described in section 7.5 of this policy.
 5. As a last resort, leaving lights fully lit during normal lighting hours.
 - B. Only supporting the provision of additional street lights on the existing highway where they are part night lit or dimmed and either:
 1. they are financed by other local councils in Lincolnshire, in which case the County Council will adopt and maintain them without a commuted sum or;
 2. it is in the interest of improving road safety (see 3.0 below) and finance is available from road safety budgets or;
 3. they are paid for as part of a S278 scheme required for a developer to comply with a planning condition and are accompanied by a commuted sum or;
 4. they are requested and paid for by major trip or abnormal load generators and are accompanied by a commuted sum.
 - C. Considering removal or replacement of existing street lighting, taking account of the hierarchy in A above:
 1. when it comes to the end of its useful life and it is financially sustainable in the specific location, considering replacement or removal costs or;
 2. when paid for as part of a S278 scheme required for a developer to comply with a planning condition or;
 3. it is requested and paid for by major trip or abnormal load generators

- 2.2 County Council funding for street lighting shall be restricted to publicly maintainable adopted highway.
- 2.3 Requests for the addition, removal or replacement of street lights from individuals or community groups will be required to be directed through the relevant Parish, Town, City or Borough Council.
- 2.4 Where the County Council does not own the street lighting on existing highway, requests for the addition, removal or replacement of the street lights will be forwarded to the owner of the lighting.
- 2.8 Subject to the County Council having funding available, any all-night footway lighting may be converted to part night in areas nominated by the relevant Parish Council.

3.0 STREET LIGHTING TO IMPROVE ROAD SAFETY

- 3.1 Improvements will be considered (subject to budget constraints) where there is a night to day accident ratio greater than 2:1 and
- There is a proven accident record over the last three years bearing in mind the causes of the accidents and
 - Where there have been a minimum of three separate night time injury accidents within 1km of road and
 - Simpler engineering alternatives have been tried and have not been successful.
- 3.2 Improvements to street lighting for road safety purposes will be subject to the availability of finance from road safety budgets.

4.0 STREET LIGHTING AS AN AID TO COMBAT CRIME

- 4.1 In accordance with street lighting design standards, street lighting designs shall give special consideration to increased lighting levels in higher crime areas. This consideration shall remain an integral part of the street lighting design process and shall be identified through liaison with the police.
- 4.2 Subject to engineering constraints the County Council will cooperate with law enforcement agencies and local authority CCTV operators who wish to use street lights as a convenient support and electricity supply point for CCTV camera equipment intended for monitoring possible criminal activities on the highway. County Council street lights will not be used for mounting CCTV equipment used only for monitoring activity off the highway.

5.0 STREET LIGHTING FOR NEW ROADS AND ROAD IMPROVEMENTS

- 5.1 Subject to environmental and cost considerations Street Lighting may be provided on new sections of road where an economic assessment carried out in accordance with the DfT standard "TA 49/07 Appraisal of New and Replacement Road Lighting" determines that there will be a cost benefit in terms of accident savings.

5.2 Where the application of this standard determines that lighting is not required then a separate risk assessment shall then be applied to adjacent connecting junctions, roundabouts and all other road features to ascertain lighting requirements.

5.3 Where street lighting is justified on a new section of road (excluding development roads – See Section 6 of this policy), the hierarchy described in Section 2.1 A of this policy shall be followed.

6.0 STREET LIGHTING FOR DEVELOPMENT ROADS

6.1 Street Lighting will normally be provided by the developer and adopted by the County Council under the terms of section 38 or section 278 of the Highways Act 1980 or section 106 of the Town and Country Planning Act 1990. On section 38 schemes, street lighting shall be part-night lit (see Section 7.5 of this policy).

6.2 In accordance with highway adoption procedures, lighting installations on proposed highway will be adopted concurrently with the rest of the adoption.

6.3 The developer will be responsible for all repairs, maintenance and energy charges prior to the adoption date.

6.4 The County Council as The Highway Authority may approve installations of decorative street lighting equipment where such lighting forms part of a system of highway lighting and proposed schemes are of comparable efficiency to standard road lighting

6.5 Victorian period style or contemporary styled equipment may be approved where architectural or environmental issues need to be addressed in order to maintain the character of the locality.

6.6 Where a developer has chosen to depart from normal standards and this departure would ultimately lead to the County Council incurring higher than normal maintenance costs, Developers will be charged a commuted sum.

6.7 Calculation of a commuted sum will be in accordance with HAT 40.

6.8 The developer shall pay electricity charges for road lighting and illuminated signs until adopted by the County Council.

7.0 STREET LIGHTING STANDARDS

7.1 Street Lighting installations shall be the minimum standard for each class of road and designed in accordance with the recommendations contained in BS:5489 -1:2013 and BS EN 13201-2:2013.

7.2 In the interest of economy during the whole life of a street lighting installation designers shall be permitted to manage reasonable relaxations or departures from the recommendations contained in BS 5489 2013

7.3 Street lighting associated electrical installations shall comply with: BS 7671 17th edition 2011: The Requirements for Electrical Installations.

7.4 LED and HID white light lamps shall be the preferred light source throughout the county.

10.0 STREET LIGHTING DESIGN SERVICES

- 10.1** Where requested to do so the County Council's Technical Services Partnership will provide the design and supervision resource for street lighting schemes.
- 10.2** Due to the complexity and specialism of highway electrical work, specification and supervision of any type of highway electrical equipment shall be undertaken by the County Councils Technical Services Partnership.
- 10.3** The design cost of street lighting schemes will be recharged to the client (i.e. developer or local authority) that commissions the work.
- 10.4** Fees for design services will be charged to recover the cost of design work, site supervision, administration and contract preliminaries
- 10.5** In accordance with the county council's sustainability programme to reduce carbon emissions lighting replacement schemes shall be designed with a target of reducing energy consumption by a minimum of 40% in comparison to the lights being replaced.
- 10.6** Street Lighting proposals in conservation areas and areas of outstanding natural beauty will be referred to the appropriate planning authority for comment

11.0 ADOPTION OF STREET LIGHTING FROM OTHER LOCAL LIGHTING AUTHORITIES

- 11.1** Where a local authority requests the County Council to adopt existing street lights it shall be considered subject to budgetary constraints and formal agreement. The condition of the existing street lights will also be taken into account and may require a payment to cover the cost of bringing them up to serviceable, current standards.
- 11.2** Additional street lights on the existing highway that are financed by other local councils in Lincolnshire may be adopted and maintained by the county council without a commuted sum, unless they are surrounded by an existing lighting scheme currently owned by another authority, in which case they will be approached to take ownership.

12.0 SHARED SERVICES PROVISION

- 12.1** The street lighting service has been identified as one in which service provision can be shared between participating authorities.
- 12.2** A service level agreement relating to "Maintenance of Unmetered Open Space Lighting" has been established pursuant to and subject to the conditions set out in the Collaboration Agreement dated 4 September 2008 made by the Lincolnshire Shared Services Partnership.
- 12.3** Participating authorities may be District, Parish, Town, City or Borough councils within Lincolnshire.
- 12.4** Participating authorities will retain ownership of their street lights, pay energy charges, meet the full cost of maintenance and replacements, and meet full cost of providing additional lights including connection charges and commuted sums.

12.5 Should they resolve to invest in the installation of communication nodes on their street lights participating authorities may also have their lights controlled by the Lincolnshire Central Management System as and when one is implemented.

13.0 PASSIVE SAFE LIGHTING COLUMNS

13.1 A passive safe lighting column is designed to yield when it is struck by an errant vehicle thus making the collision less severe.

13.2 Passive safe columns shall be used in individual circumstances where a detailed risk assessment has taken place and there is an increased likelihood that the column may be struck by an errant vehicle.

13.3 In the interest of road safety the option of not replacing columns at vulnerable locations shall be considered.

14.0 CENTRAL MANAGEMENT SYSTEM (CMS)

14.1 Subject to funding being available, it is the policy of the County Council to implement a CMS system for the control of street lighting in Lincolnshire.

14.2 CMS shall be used to control street lights and provide an adaptable and flexible street lighting network.

14.3 CMS may be used to manage lights according to the hierarchy in 2.1A above. Upon request from the appropriate authority, lights may be switched on or light output increased at sites where there is:

- Congestion
- Road works
- Incidents such as road traffic collisions, flooding etc.
- Localised reports of high crime or vandalism

14.4 Subject to them investing in the installation of communication nodes on their street lights, and paying for any other hardware or software expansions required, lighting authorities within Lincolnshire and neighbouring areas may make use of the CMS to manage their lights.

14.5 Participating authorities shall meet the full cost of providing CMS for their lights