

Approved by Executive Committee On: *Decision Date TBA*

# HIGHWAYS AND TRAFFIC GUIDANCE NOTE

NO. HAT 49/2/10  
SUBJECT STREET LIGHTING POLICY  
EFFECTIVE FROM OCTOBER 2010  
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DISTRIBUTION DISTRIBUTION LIST

## **1.0 POWERS IN RELATION TO STREET LIGHTING**

- 1.1 In accordance with the provisions of the Highways Act The County Council is the prime Street Lighting Authority in Lincolnshire. City, District, Borough, Town, and Parish Councils have or may adopt powers to provide street lighting.
- 1.2 The Department for Transport (DfT) may provide street lighting for Trunk Roads within Lincolnshire.
- 1.3 The Highways Act 1980 empowers The County Council as Highway Authority to light roads.
- 1.4 The Highway Authority does not have a duty to provide lighting for roads.

## **2.0 STREET LIGHTING FOR EXISTING ROADS**

- 2.1 It is the policy of the County Council to provide or improve street lighting where it is in the interest of improving road safety and crime prevention.
- 2.2 Consideration of the addition, removal or improvement of street lighting will be subject to the street lighting assessment and consultation procedure.
- 2.3 Street lighting shall only be provided or improved on maintainable adopted highway.
- 2.4 Lincolnshire County Council requests for the addition, removal or improvement of street lighting will be considered from District, Parish, Town, City or Borough Councils, County Councillors or from major trip or abnormal load generators.
- 2.5 Removal of street lights: In areas where the lighting is at the end of it's life and due for replacement consideration will be given to the need for lighting in that particular area. Such circumstances include:
  - Where lighting was provided for housing that has been demolished.
  - Highways where the route has been down-graded, for example by the provision of a bypass.
  - Lighting that was provided as an accident remedial measure that is no longer relevant.

2.6 Where requests are received from District, Parish, Town, City or Borough Councils or via County Councillors for the removal of street lights for carbon management reasons, these will be considered at the end of the useful life of the existing street lights.

### **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.

### **4.0 STREET LIGHTING AS AN AID TO COMBAT CRIME**

4.1 Improvements will be considered (subject to budget constraints) where:

- There is a record of night time incidents of crime over a period of at least twelve months, including: personal attack, vandalism and burglary and
- There is no street lighting or the existing street lighting is substantially below the appropriate standard and/or the adjacent lighting is the responsibility of the County Council.
- In places where Lincolnshire County Council does not own the street lighting, requests for improvements will be forwarded to the owners of the adjacent lighting.

### **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.

5.2 On sections of road where an economic assessment carried out in accordance with the DfT standard "IAN 89/07 Appraisal of New and Replacement Road Lighting" determines that there will be a cost benefit in terms of accident savings.

### **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 the Planning and Countryside Act 1990. On section 38 schemes, street lighting shall be part-night lit (see Section 6.9 below).

6.2 In accordance with highway adoption procedures, lighting installations on proposed highway will be adopted upon termination of the twelve-month maintenance agreement.

- 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 Lincolnshire 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.
- 6.9** Part night lighting shall be specified for street lighting on all new housing development estate roads that are to be adopted by the Highway Authority, save for one light to remain lit all night as an amenity at road junctions.

## **7.0 STREET LIGHTING STANDARDS**

- 7.1** Street Lighting installations shall be designed in accordance with the recommendations contained in BS:5489 -1:2003 and BS EN 13201-2:2003.
- 7.2** Street Lighting associated electrical installations shall comply with: BS 7671 The Requirements for Electrical Installations.
- 7.3** Compact fluorescent, high pressure sodium, LED and HID white light lamps shall be the preferred light source throughout the county.
- 7.4** Street Lighting burning hours will be:  
All Night Lighting: Dusk to Dawn 35 LUX on and 18 LUX off  
Part Night Lighting: Dusk to 24:00 / 05:30 to Dawn  
Dimmed Lighting: 21.00 to 06:00  
Pedestrian Subway lighting twenty-four hour operation
- 7.5** To minimise light pollution, lanterns on principal traffic routes shall have a cut off distribution.
- 7.6** Low energy electronic control gear and photocells shall be used.
- 7.7** New and replacement street lighting schemes shall be dimmed wherever practicable save for street lights that are in town centre amenity areas or in the vicinity of a pedestrian crossing. Dimming shall be a designed solution taking into account the reduced traffic flow between the peak periods. The levels of light at the bright and dimmed phases shall be compatible with an appropriate standard derived from BS 5489

– 1:2003 and BS EN 13201-2:2003

**7.8** Wherever practicable part night operation of street lights will be implemented in areas where the local Parish Council and the majority of residents who live on the roads affected request or are in favour of it.

## **8.0 STREET LIGHTING, OPERATION, MAINTENANCE AND INSPECTION**

**8.1** Inventory shall be maintained to satisfy the requirements of the Un-Metered electricity supplies balancing and settlement code BSCP520, the County Councils Asset Management Plan.

### **8.2 MAINTENANCE INTERVALS**

Shall be carried out in accordance with the County Councils Highways Asset Management Plan

## **9.0 ELECTRICITY SUPPLY**

**9.1** Subject to the electricity Distribution Network Operators conditions a live electricity service will be provided to each lighting point. Circumstances may require the county council to install independent cables and supply pillars. Details of all electricity service providers will be recorded in the Highways Asset Management System.

## **10.0 ROAD LIGHTING DESIGN SERVICES**

**10.1** Within The County Councils highway network in Lincolnshire and subject to staff resources the County Council will design street lighting schemes.

**10.2** The design cost of street lighting schemes will be recharged to the client that commissions the work.

**10.3** Clients may be Developers or local authorities.

**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 by 20% lighting replacement schemes shall be designed with a target of reducing energy consumption by a minimum of 20% 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 street lights it shall be subject to budgetary restraints and formal agreement. Such an agreement will require the authority to provide a commuted sum to pay the maintenance and energy charges for the street lights in perpetuity. The commuted sum shall be calculated in accordance

with HAT 40/3/08.

- 11.2** The local authority that makes the request shall meet the cost of feasibility and survey studies and the equipment shall generally comply with the County Council specification and have an estimated minimum residual life of ten years and be located on adopted highway.

## **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.

## **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.