

By: Nick Chard, Cabinet Member – Environment, Highways and Waste

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee - 25 May 2010

Subject: Street Lighting Policy and Strategy 2010

Classification: Unrestricted

Summary: This report informs members of the development of a new policy and strategy for street lighting. Kent Highway Services (KHS) is looking to take this service to the forefront of highway lighting authorities in the country and these documents set out the way forward.

1. Introduction

1.1 Kent Highway Services (KHS) provides and maintains street lights, lit signs and lit bollards for the benefit of highway users and to aid crime prevention. However, there is no statutory requirement on highway authorities to provide public lighting. All do and therefore require a policy and strategy document to lay out the way in which lighting is provided and maintained.

2. Background

2.1 Street lighting has made great steps forward in the recent past as shown by the very positive responses given as feedback by county and district members and parish councillors in the tracker survey of December 2009. The performance has remained at a consistently high level for defects wholly in the control of KHS. Routine repairs, due to be completed within 28 days, had an end of year performance of 95% against the agreed standard of 90%.

2.2 To maintain the progress that has been made and to set out the service direction for the future, a new policy and strategy has been produced by the Street Lighting team. This is now before you for comment before going for approval by the Cabinet Member for Environment, Highways and Waste.

3. Discussion

3.1 The policy and strategy have been designed to address the three main principles of the street lighting service;

- Energy and Carbon Emissions
- Maintenance
- Efficiency and Cost Reductions

3.2 Energy and Carbon Emissions

KCC is committed to the reduction of energy consumption and CO₂ emissions from street lighting. This can be achieved by replacing aging lights with modern, efficient lighting which consumes less energy and also reduces 'light spill'.

By assessing existing lit streets KCC will consider if de-illumination, part night lighting, light dimming or switch off and removal of certain lights is appropriate. On all new developments KCC will offer advice to the planning authorities as to whether the areas to be adopted require lighting. If lighting is deemed to be required, lighting classes will be specified, together with switching criteria which may include dimming and part night lighting.

3.3 Maintenance

KCC is committed to maintenance in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management' and Institution of Lighting Engineers Technical Reports and good industry practice.

KCC is committed to making the first visit to a street light that is not working within 28 working days of the fault being reported. It is always the priority to repair faults on the first visit, however if specialist parts are needed or the electricity supply is faulty this may not be possible.

3.4 Efficiency and Cost Reductions

By collecting and updating information about all lighting in the County, maintenance priorities and efficient repairs can be undertaken.

3.5 Attached at Appendix 1 is the proposed Policy document and at Appendix 2 the Strategy. The hierarchy of the documents is very clear with the Strategy delivering the detail behind the Policy. The documents give the opportunity to take the service forward in a controlled and supported way.

3.6 Once the documents are approved, an Asset Management Plan will be created which will set out the levels of service to be delivered and the intervention criteria for maintenance that will apply. Technology moves forward, public expectations increase and energy prices rise, these all have to be dealt with.

4. Recommendations

It is recommended that members support the adoption of the Policy and Strategy for Street Lighting to go forward to the Cabinet Member for adoption.

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