

Street Lighting Policy

1. Introduction

- 1.1 This policy outlines the basic principles and standards applying to street lighting and illuminated signage in Cambridgeshire. The term street lighting encompasses lighting and all other items of illuminated street furniture provided on the public highway whether or not adopted by Cambridgeshire County Council, except traffic signals and electrically operated parking information signs.

2. Main Principles

- 2.1. The provision of street lighting and other items of illuminated street furniture support the priorities of the County Council's Corporate Priorities

- Managing and delivering the growth of Cambridgeshire
- Creating opportunities for greater community participation and involvement
- Providing high quality, cost-effective public services that meet everyone's needs
- Creating opportunities for people to fulfil their potential
- A responsive and efficient council

2.2 Street Lighting Objectives

The provision of street lighting supports the following objectives:

- The provision and maintenance of street lighting to promote and maintain safety for all users of the highway with special consideration for all vulnerable user groups, e.g. pedestrians, cyclists, the elderly or people with disabilities and children, the principal aim of which is to reduce night-time accidents and encourage modal shift.
- Working with district councils to contribute to the promotion of Crime and Disorder schemes in urban areas when it is feasible to do so to reduce the fear of night-time attack on individuals and to deter vandalism of property.
- The avoidance of detrimental environmental impact through the visual appearance of lighting, both day and night, adjacent to and on the highway and the overall impact to the environment through energy conservation and light pollution.
- The provision of cost-effective lighting systems which are energy efficient, incorporate whole-life costs, Local Agenda 21 via sustainable development, and recycling initiatives, whilst promoting the purchase of energy derived from renewable resources.

- The need for consultation with locally elected bodies and district councils specifically as regards designated conservation areas.
- To ensure all new lighting within new developments is of the correct design and specification as set out in the Street Lighting Section 38 Specification as included in the Cambridgeshire County Council Design Guide for 'Housing Estate Road Construction'.

3. Lighting Provision – Summary

3.1 There is a very limited budget available for the installation of new lighting around the County. All requests are prioritised based on need according to criteria related to both Central Government and the County Council's strategic aims. As the demand for new lighting exceeds supply great care is taken to direct investment towards those cases for which a significant benefit to the general community is proven.

3.2 Lighting will be provided at the following locations

- Roundabouts
- Accident remedial sites
- Major schemes funded through the Local Transport Plan
- Minor schemes funded as Jointly Funded Minor Improvements which are match funded.
- Minor schemes of a value <£4,000 supported by Members or other councils for unlit or inadequately lit sections of existing roads and footpaths within areas otherwise provided with lighting maintainable at the County Councils expense.
- Housing estate roads in urban areas where the road is to be adopted.

3.3. Environmental Factors:

There are a number of environmental factors that need to be considered when contemplating installing exterior lighting schemes. Firstly, is there a need to install lighting? If there is, the following are paramount:

- energy usage
- the visual impact of the equipment
- light pollution

3.4 The County Council will use an environmental zoning system to define lighting standard.

Zone 1: Areas of Outstanding Natural Beauty, World Heritage sites, Sites of Special Scientific Importance and other Dark Areas eg: areas that currently have very low population densities and with no or very intermittent lighting. Careful design will ensure that rural locations are not urbanised by the provision of an unsuitable lighting scheme.

Zone 2: Areas of Low District Brightness (Rural locations outside Zone 1) e.g. where housing estate roads are constructed in a village where there is no County Council lighting, (lighting will not be required) if the developer and residents do not want lighting, unless there is a road safety requirement. If subsequently requests are made for lighting, these will have to be submitted through an appropriate bidding process and there is no guarantee of success.

Roads between villages and settlements in this zone will generally only be provided with lighting where there are known night time road safety issues that cannot be solved by other means.

Zone 3: Areas of Medium District Brightness (Urban Location) e.g. areas that have medium/high population densities and most roads should already be lit. Generally, within an urban location all highways will be lit in accordance with the relevant standard applicable to the type and category of the highway.

Zone 4: Areas of High Brightness (Urban centres with high usage during the hours of darkness) e.g. areas that have high population densities and all roads should be lit to a current lighting standard. In urban centres with high vehicle or pedestrian use during hours of darkness, carefully designed lighting will not only provide adequate illumination for the motorist but where possible also provide an interesting and attractive ambience for people to enjoy themselves.

3.5 Roads in designated Conservation Areas

Lighting in designated Conservation Areas will be the subject of discussion with the district planners and heritage lighting approved by the Council. will be acceptable. For new developments, such heritage lighting will be the subject of a commuted sum payment by the developer.

4. General Requirements

Design and Adoption Criteria

- 4.1 In general all new street lighting provided on the highway should be designed and installed to the current British Standard European Norm (BSEN) appropriate for the road in question.
- 4.2. New lighting installed on the highway which is below this standard may be adopted by the Local Lighting Authority at its own expense (Local Lighting Authorities can be city, district, town, parish councils or social housing groups all of whom have powers to provide lighting on the highway, but only with the consent of the Highway Authority). Local Lighting Authorities must be consulted on individual draft lighting designs and any comments should reflect local residents' views. However, the final design must be seen to be to the benefit of the community at large, whilst attempting to take into account any individual concerns.

- 4.3. As a general objective the County Council will seek to minimise light pollution of the night sky, light trespass, and reduce to a minimum the production of greenhouse gases by the use of up-to-date and technologically advanced lighting/electrical equipment.

5. Lighting Standards

- 5.1. The first choice light source for highway lighting shall be high pressure sodium type (SON) or ceramic discharge metal halide (CDM), although consideration to alternative light sources (particularly for the purposes of floodlighting) will be given where required.
- 5.2. There may be situations in popular locations used heavily at night where tourist/visitor needs would suggest a higher level of illumination. These are expected to be relatively few in number and will require special consideration and consultation.
- 5.3. In all historic areas consultation with local Conservation Officers is to ensure that historical styling and/or location of equipment is appropriate for the area in question. For particularly sensitive locations it may be advisable to arrange for trial installations to demonstrate the effectiveness of the lighting and its impact on surrounding areas.
- 5.4. In determining levels of illumination, lighting positions and styles, the design brief will take account of an area's unique character and needs in terms of vehicular/pedestrian activity, location of local amenities. However, generally the requirement of the BSEN standard is expected to be met.
- 5.5. All street lighting and electrical systems must comply with the following general legislation and more specific street lighting industry standards:
- Highways Act 1980
 - Goods and Services Act
 - The Local Government Contract Act
 - The Management of Health and Safety at Work Regulations 1982
 - Electricity at Work Regulations 1989
 - Traffic Signs Regulations and General Directions 1992
 - Disabled Persons Act 1981
 - Road Hump Regulations 1990
 - New Roads and Street Works Act 1991
 - BS 7671: Regulations for Electrical Installations 1992
 - BS 5489: Parts 1 – 10, "Code of Practice for Road Lighting"
 - BS EN 60529: Specification for Clarification of Degrees of Protection provided by Enclosures
 - BS EN 605589-2-3: 1994 Luminaires for Road and Street Lighting
 - BS 5649: Lighting Columns
 - BS EN 40: Lighting columns 1992
 - Department of Environment Transport and Regions Departmental Standard BD26/94 - Design of Lighting Columns

6. Light Sources

6.1 The type of light source has a significant effect on the night-time scene as a result of the different colour appearances produced. Light sources will vary, but for the purposes of street lighting the discharge lamp type will be of a type considered to be the most efficient for a specific scheme. In all cases, where electronic control gear is available then it must be used in preference to the standard or low loss type to ensure the most efficient use of power. The current discharge lamps used in Cambridgeshire will be dependant upon the environment to be lit.

- SON – high-pressure sodium. Low running cost has a golden yellow colour providing average colour rendering. The most commonly used main and secondary distributor road replacement light source in Cambridgeshire. The SON luminaire allows greater control of the light in reducing light pollution.
- CDM-T - ceramic discharge metal halide and medium running cost has white light providing excellent colour rendering. This is the most commonly used residential replacement light source where colour rendering is the main priority. The CDM luminaire optic allows good control of the light in reducing light pollution.
- PL - compact fluorescent lamp. Low running cost has white light providing good colour rendering. PL is only available in low wattages and currently used in specific locations where low levels of illumination are required.

7. Lanterns

7.1. All lanterns used for the purposes of street lighting shall contain an acceptable optical system to direct the light onto the highway within the limits set by BSEN 60598. To ensure the minimum environmental pollution to the night sky, the amount of upward light from the lantern shall be kept to a minimum and, where possible, new lantern designs shall be incorporated in the standard design specifications to maximise this approach while still retaining electrical and illumination efficiency.

7.2. All lanterns should be manufactured to a minimum of IP6x to BSEN 60590 for the lamp containment area and should be manufactured from vandal-resistant material. Lanterns must be designed and tested to provide a minimum normal operating life of 19 years.

8. Switching and Dimming

8.1 Apart from a limited number of public lighting applications (tunnels, underpasses, etc. and low wattage illuminated traffic signs) the majority of public highway electrical equipment is fitted with some form of switching device to control the hours of operation.

- 8.2. Such switching devices comprise:
- a) Time switches
 - b) Electronic controllers
 - c) Photo electric control units (Photocells)
 - d) Remote switching devices.
- 8.3. The switching devices are installed individually to control a single lighting point or to group control a number of lighting points.

9. Columns

- 9.1. All street lighting columns installed on the highway shall comply with the requirements laid down in the current edition of the County Council's Street Lighting Specifications. The only exception to the requirement above will apply to some decorative steel columns, which may be used in environmentally sensitive areas. These columns will be subject to a separate specification, when required, but generally they will be of mild steel with galvanise protection and factory painted with a final decorative top coat of paint being applied on site following erection.
- 9.2. Particular note should be made of the requirements where columns are used for the support of street decorations, festive lighting, etc and the imposed limitations.
- 9.3. Signs should be mounted on columns wherever possible but within the limitations imposed by the current DTLR BD 26/86 (Memorandum).

10. Location of Equipment

- 10.1. As a general rule obstruction of the footway by columns and illuminated sign posts should be avoided by positioning columns and posts at the rear of the footway. In exceptional circumstances wall mounted lighting units may be acceptable (see separate paragraph). This will contribute to compliance with current legislation relating to the people with disabilities and a reduction in street clutter. Where columns and sign posts are mounted in the highway verge they must be set back the minimum distance recommended in the current British Standard for Road Lighting. Positioning must also take into account the location of trees, vehicular accesses, overhead lines, etc, as well as the edge of sign faces. The final positioning of equipment shall be determined on site by the engineer where such drawings provided do not enable the construction team to complete the erection.

10.2. Wall Mounted Lighting

- Wall brackets are not normally permitted within mainly residential developments
- The County Council may wish to be less prescriptive than this for exceptional reasons which it will need to specify. If they are permitted then a commuted sum should be paid by the Developer or Authority promoting their use to cover the first 25 years additional costs and the

County Council ensure Agreements, in perpetuity, are in place fully protecting the County Council's interests.

11. Energy Conservation/Remote Monitoring

- 11.1. Lighting practice and the purchase of equipment shall promote energy conservation by use of new technology. Road signs (in particular regulatory/warning signs) should only be illuminated when required under The Traffic Signs Regulations and General Directions 1992.
- 11.2. Remote monitoring technology will be introduced into new and existing lighting systems. The types of system used may vary from time to time as technology improves.
- 11.3. Unmetered energy will be purchased from renewable sources wherever practicable.

12. Environment and Agenda 21

The County Council is committed to providing a sustainable environment for the residents of Cambridgeshire. This means:

- i. Reducing to a minimum the need for illumination wherever possible to minimise energy generation and the production of greenhouse gases by direct and indirect action.
- ii. Ensuring that all new and replacement lighting is sustainable.
- iii. Specifying materials which are designed and manufactured to high quality standards.
- iv. Utilising the most energy efficient equipment by taking advantage of all technological advances in the fields of electronics and communications.
- v. Ensuring that all contractors involved in street lighting send all waste for recycling through established or experimental means to ensure the reuse of all materials in any format possible.
- vi. Using recycled materials wherever possible, eg traffic sign faces, as well as ensuring that all materials purchased are recyclable.
- vii. Taking care to provide unobtrusive lights wherever possible. However, residential properties in an urban area may experience some light trespass. The general principle would be to minimise the intrusion where possible but at the same time to recognise the technical limitations that may make such shielding impracticable.

13. Crime and Disorder

- 13.1. The County Council is committed to assisting and advising district councils in the production of Crime and Disorder strategies and action plans and, where possible, providing help and guidance and in some circumstances match funding where new or improved street lighting is generally accepted as being the best way forward.
- 13.2. The County Council, whilst wishing to assist district councils with respect to Crime and Disorder and street lighting issues, would normally do so by district councils making the initial approach to the County Council for information.
- 13.3. In addition, where street lighting columns are due for replacement, then the crime and disorder needs for an area will be taken into account when designing the replacement scheme.

14. Consultation

- 14.1 The County Council will formally consult other local lighting authorities within Cambridgeshire on all new or improvement lighting schemes which directly affect those lighting authorities.
- 14.2 Consultations directly with local residents, local historical societies or any other interested body affected by any schemes will be deemed to have been completed by the Local Lighting Authority prior to it making any comments. However, the County Council may consult directly with local residents in certain cases.

15. Specific Lighting Requirements

15.1. Lighting Requirements

The general presumption is that street lighting should not be provided in Countryside Areas unless the County Council or the Local Lighting Authority deem it to be in the best interest of the local community from a road safety point of view.

- 15.2. All proposals and improvements will be the subject of a lighting design brief and where these comply with the agreed brief, they will be adopted by the County Council as Highway Authority. Where the lighting design falls outside the design brief then the Local Lighting Authority must be prepared to accept ownership of the scheme once constructed.

16. Lighting Equipment

- 16.1. All lighting equipment shall complement and enhance the appearance of the area.

- 16.2. Conservation Area status does not establish a pre-requisite for period style lighting - good functional modern designs may be suitable. However, the particular character of an historic area may demand a non-standard approach or a blend of various lighting sources.
- 16.3. Every opportunity should be taken to extend the range of acceptable equipment available through discussions with suppliers.
- 16.4. The restoration of existing cast iron and ornamental columns or lanterns, which are of architectural merit, will be encouraged but the electrical safety requirements and column structural integrity must be considered paramount when deciding whether to reuse units.
- 16.5. All electrical equipment including that on a public highway must be maintained in accordance with the Electricity at Work Regulations. These Regulations require that electrical equipment be regularly tested to ensure its safety and correct operation.
- 16.6. An assessment of the structural condition of lighting columns and illuminated traffic sign posts should be carried out to a pre-determined programme.

17. Illuminated Traffic Signs

- 17.1. The County Council is committed to reducing the number of illuminated signs to an absolute minimum. Therefore where illuminated signs are damaged and in need of replacing or require replacement as a result of fair wear and tear, these will only be replaced if they are required under the Traffic Signs Regulations 2002
- 17.2. Where flashing amber lights (FALs) are provided as part of a road safety package associated with an individual school then the school will be actively encouraged to assume ownership in the reporting of maintenance defects to the County Council's Street Lighting Section, even though the FALs may be automatically switched.

18. Maintenance Requirements

- 18.1. All street lighting units adopted by Cambridgeshire County Council shall be maintained to a standard that ensures, as far as is possible, their safe, economic, effective and reliable operation. Basic requirements are:
 - The maintenance of an up-to-date electronic-based inventory of all units to ensure the satisfactory management of a maintenance process that meets legal obligations and provides information for the calculation and tendering for electrical energy.
 - Satisfactory management of the maintenance process and to enable the annual assessment of the energy charge to be obtained.

- A performance contract that requires the service provider to deliver in excess of 98.5% of street lighting in operation at any one time. This will be determined by the monthly inspection of a representative sample of columns by a joint client and service provider visit at night.
- The service provider shall man the dedicated Freefone number to receive and deal with street lighting faults received from the public.
- Reactive repair procedures that ensure expeditious responses to identified defects and first-time repair.
- The Council burn lanterns to extinction which ensures the maximum life of the lanterns is achieved. In some cases where appropriate, bulk clean and change of lanterns will be used to ensure that disruption is kept to a minimum.
- The street lighting stock is connected to the electrical cabling of EDF with whom we have service level agreements for the connection of new installations and the repair of service faults. These agreements have no penalties attached for failure and are subject to their resources being available, which in adverse weather may be moved to deal with domestic and business power cuts. The present delivery times are:
 - New installations 30 working days
 - Service faults 15 working days

The Performance Contract sets the following repair targets:

- Urgent Repair 3hr within 3hrs
- Urgent Repair 6hr within 6hrs
- Urgent Repair 24hr within 24hrs
- General Emergency repair within 1hr
- lamp repair within 7 working days
- 'Lamp Out again through check' within 24hrs
- Column Replacement within 10 working days

18.2. Maintenance of street lighting units belonging to Lighting Authorities, other than Cambridgeshire County Council if they are the subject of maintenance agreements with the County Council will be rectified in accordance with the same timescales as the County Council streetlights as set out in paragraph 18.1. Those that are not, are the responsibility of the Lighting Authority to rectify. The County Council are able to assist in this process, however they cannot guarantee the timescales and would expect the full cost of repair to be met by the Lighting Authority.

19. Electrical Inspections

19.1. To reduce the risk to the public of electrical shock from street lighting equipment, regular visual inspection of all items of highway electrical

equipment be carried out to ensure that the item is electrically safe, operating correctly and as per the recorded inventory details.

- 19.2. It is considered good industry practice to carry out such tests at a frequency of six yearly intervals. However, where the equipment is in a poor electrical condition and the rate of failure is higher than normal this frequency should be reduced.

20. Structural Inspections and Risk Assessment

- 20.1 To reduce the risk to the public from falling debris or items of highway electrical equipment, regular visual inspection of all items of highway electrical equipment are carried out as a structural inspection.
- 20.2. A visual inspection of the structural condition of the column or sign post is carried out at each cyclic maintenance visit.
- 20.3. Each time a lighting column is removed from service the opportunity is taken to inspect and analyse its condition. Whilst visual inspections provide a cost-effective means of assessing the general condition of lighting equipment such inspections cannot guarantee to identify the extent of any internal corrosion or foundation weakness. However, this information can be used to help develop further inspection and testing programmes.
- 20.4 Additional non-destructive testing, such as ultra sonic testing or dynamic testing is carried out to ensure the structural integrity of lighting columns and sign posts vested in the Council.
- 20.5. Currently the only proven methods available for the testing of lighting columns and signposts made from steel products is destructive testing . Reliance is therefore placed upon visual inspections for other types of column, such as concrete, fibreglass and cast iron.
- 20.6. The results obtained from the testing programme should be iteratively reapplied to update and refine the process and to ensure that the most appropriate priorities are being addressed.

21. Adoption Of New Lighting Systems

- 21.1. Sections 38/278 and Other Highway Improvements - Adoption Procedures
- 21.2. Where the proposed street lighting lie within areas designated to be lit as part of a Section 38 or 278 Agreement then the Highway Authority's street lighting and illuminated sign requirements shall form part of any Agreement.

22. Lighting Standards

- 22.1. For each development the standard of lighting shall be designed in accordance with the Council's Housing Estate Road Street Lighting Specification.

23. Commencement of Works

- 23.1. For new works on existing adopted highways which are being constructed by a third party, eg Section 278 works, the Project Manager shall inform the County Council's Street Lighting Section of the programmed works start date no less than 28 days before commencement on site (together with the maintenance numbers of the items covered by the works). The Project Manager shall ensure that the approved contractor is responsible for the maintenance of all illuminated street furniture within the contract site boundaries for the duration of the project. The Project Manager shall also ensure that the contractor maintains the existing level of lighting (either luminance or illuminance) during the course of the project, or until the new lighting comes into operation, and provides a written record of the maintenance undertaken during the course of the works.

24. Consultation with Local Lighting Authority

- 24.1. All highway street lighting development proposals submitted to the Highway Authority or its Agent shall be referred to the Local Lighting Authority for a formal consultation on the design. If the design falls below the county standard, the Local Lighting Authority will be required to adopt the lighting if the lighting is to be installed. Wider consultations may also be required, particularly in conservation areas where the district council conservation officer shall be formally consulted on all schemes.

25. Decorative/Festive Lighting Appropriate To Various Situations

- 25.1. In general the County Council supports the erection of decorative/ festive lighting over the highway, but would prefer that such decorative lighting should be attached to or supported from buildings adjacent to the highway, wherever possible.
- 25.2 The following guidance notes are also recommended for decorative installations over privately owned land that is open to access by the general public.
- 25.3 The Policy for festive lighting is in line with National Guidance and is as follows:

- No cross road spans are to be fixed to lighting columns unless the columns have been specifically designed to carry the imposed load or it is shown by calculation that the columns can carry the additional load.

For the rural area catenary wires or festive lighting may only be supported by columns if either:

- The column has been specially designed or column is in good condition with no signs of corrosion and a qualified structural engineer is of the opinion that it is in such an unexposed environment that the loading to be

imposed by the festive lighting will not compromise the factor of safety of the unit against failure.

- 25.3. For the erection of all decorative festive lighting, on or over the highway, the Highway Authority shall issue a formal licence indicating the conditions under which such apparatus may be erected on each occasion.
- 25.5. Where a column is utilised for the support of festive lighting and the internal power supply, a permanent external water tight socket shall be installed at a height out of reach to the general public and with supplementary protection. All equipment shall be installed in accordance with BS7671 IEE Wiring Regulations and the ILE Code of Practice.
- 25.6. All apparatus shall be erected in compliance with the following statutes and regulations:
- Health and Safety at Work Act 1974
 - Electricity-at-Work Regulations 1989
 - BS 7671 Regulations for Electrical Installation.

In addition to the above:

- (a) An agreed set of inspection/emergency procedures is to be provided to the local highway management office.
- (b) Each installation shall be tested and the electrical test certificates and test results passed to the highway management office on the day following installation to energising.
- (c) A qualified structural engineer with professional indemnity must certify the installation.
- (d) No installation shall be permitted where it may be in conflict with any adjacent traffic signal system.
- (e) The installer must provide evidence of public liability to the required level as indicated in the licence.

For sound economic reasons, the columns used for the majority of highway lighting locations have been standardised and have not been designed for significant additional loadings. Consequently, this must limit the number and sizes of fixtures permissible. However, the erection of such fixtures and fittings will be permitted provided the above conditions are met.

26. Additional Requirement for Decorative Lighting, Flower Baskets and Other

26.1. In addition to the requirement to erect decorative fixtures over a road the following shall be met to permit the erection of any temporary flower baskets to street lighting columns:

- In the case of new or replacement lighting systems, in locations where it is known that decorative lighting or flower baskets will be required, the lighting columns shall have been fabricated to support such temporary lighting structures and a certificate of compliance lodged with the Highway Authority.
- Where existing lighting systems are being used to support decorative lighting or flower baskets: A competent structural engineer shall be commissioned by the person wishing to erect the lighting or baskets to provide a report to the Highway Authority prior to the erection of the decorative lighting, confirming that the columns can structurally support the proposed decorative festive lighting or flower baskets. That engineer will have professional indemnity to support his report. The system of street lighting to be used to support the decorative lighting shall be inspected annually by the structural engineer..

26.2. Decorative festive lights or flower baskets must not hinder the normal maintenance of the highway structure concerned. No banner or catenary wire shall be permitted to be erected between two street lighting columns unless the structure has been designed and fabricated specifically for that purpose

26.3. Power supplies to decorative festive lights should not be derived from adjacent buildings, but from within the street lighting column acting as the support. (This is to avoid instances of connection to private supplies, over which the Highway Authority or its Agent has no control). The body responsible for the installation/connection of the decorative lighting shall, separately, contract with an electricity supply company for the supply of energy.

26.4. Where switch wires are used to control the power supply on adjacent columns, they shall be labelled with the location of the isolation point at appropriate positions along the length of the wire.

26.5. All temporary fixings used to attach the decorative festive lights or flower baskets to street lighting columns must be free from corrosion at all times and must be removed at the end of the licence period. Any damage to the protective surface must be made good at the licensee's expense and immediately after the removal of the apparatus. The Highway Authority has the right to request removal of such equipment at any time, which the responsible body must comply with within 28 days of the request.

27. Other Fixtures To Street Lighting Columns (Permanent Or Temporary)

27.1. In general, street lighting columns, whether used for permanent or temporary fixtures, should comply with the guidelines indicated in DTLR Memorandum

BD 26/86. This means that the total area of sign plates of greater than 0.3 square metres is not permitted.

- 27.2. Columns must not be used as the second leg of a sign requiring a second post, as experience has shown that this has caused significant damage over time to existing columns.
- 27.3. Street lighting columns shall not be used as supports for advertising signs of any kind, except where recognised organisations (ie Automobile Association or Royal Automobile Club) have been granted permission by the Highway Authority, and when fixed such signs should not obscure the unit maintenance number.

Appendix 1- List Of Definitions, References And Regulations

Definitions

Lighting Authority

Cambridgeshire County Council, as Highway Authority, is automatically a Lighting Authority. District, Borough, Town and Parish Councils can also be Lighting Authorities as well as those Social Housing Groups - previously part of District or Borough Councils - with powers to provide lighting on the highway with the consent of the Highway Authority. For the purposes of this Policy they are each termed collectively as a 'Local Lighting Authority'.

Performance Contract

The performance contract is the contract between the County Council and the service provider and requires the service provider to find and fix street lighting faults by the use of formal scouting, calls from the public direct or through the street lighting freephone. Monthly inspections by the Council and service provider of a representative sample of units will be made to determine the level of illumination for the whole County. This percentage is deemed to be the contractual percentage of illumination for the contract.

Illuminated Street Furniture

For the purpose of this Policy illuminated street furniture includes all subway lighting, illuminated signs and bollards as well as street lights. Therefore, for a large advance direction sign illuminated by a lighting unit, physically separate from the sign and its mounting, the sign would not be covered by the definition, only the lighting unit and its stub post would be included within the definition.

SOX (lamp)

Low Pressure Sodium discharge lamp (yellow light).

SON (lamp)

High Pressure Sodium discharge lamp (golden white light).

RCD (Residual Current Device)

An item of electrical apparatus used to provide supplementary protection within a specific time period.

Principal References (Current Regulations)

Health and Safety at Work Act 1974.

Electricity-at-Work Regulations 1989.

BS 7671: Regulations for Electrical Installations.

BS EN 60598: Luminaires - Specification for luminaires for road and street lighting.

BS 5489: Code of Practice for the Design of Road Lighting.

PrEN 13201-1 European Standard for the Design of Street Lighting on the Public Highway.

BS EN 60590: Specification for Clarification of Degrees of Protection provided by Enclosures.

EN40: Lighting Columns.

DTLR Department for Transport, Local Government and the Regions.

BD 26/--- The current DTLR Bridge Design Standard 26/--.

ILE Technical Report 23 - Lighting of Cycle Tracks.
Traffic Signs Regulations and General Directions 1994.
Disabled Persons Act 1981.
Road Hump Regulations 1990.

Q Why is replacement necessary?

A Some of the existing lighting is in bad structural condition through age, or the illumination levels do not meet modern standards

Q What will happen?

A The locations for the new street lights will be marked out on the ground and the new columns installed. Only after the new lights are connected to the electricity supply will any old ones be removed.

Q Why are the new street lights in different positions to the old ones?

A To comply with present day codes of practice and provide appropriate levels of illumination, more street lights at closer spacings are usually required. When spacings are changed, it is very unusual for the old and new columns to be in exactly the same place.

Q Is there a policy about where columns are located?

A The preferred locations are between houses, between drives or on the house side of the drive. The Council aims to position column in one of these locations, but this is not always possible. Columns are normally sited at the back of footways or in verges. This minimises obstruction on the footway and damage to columns caused by vehicles.

Q Does anybody check the column positions before they are put up?

A Every column position is checked on site to make sure that access to houses and commercial premises is not obstructed.

Q Why is there a delay between putting up new street lights and taking down old ones?

A We rely on the Regional Electricity Company (EDF Energy plc) to make most individual connections and disconnections from the electricity cables. The timescales applied to connections to street lights are longer than those applied to connections to buildings.

Q What happens to the excavated area adjacent to the new street lighting columns?

A The area will be reinstated to existing ground level. After all electrical connections have been made to the new columns and redundant columns removed, a permanent reinstatement will be carried out.

Q What should I do if I want more information on the proposed works?

A Immediately prior to the works starting on site you will receive a letter giving contact details for any enquiries.