



Street Lighting Policy

April 2022

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Highways and Transport Scrutiny
Committee: 25 April 2022

Executive Councillor Decision:
10 May 2022

Next Review: April 2023

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Annexes (separate documents).....

- Annex 1 - Protocol for Reversal of Part Night Lighting
- Annex 2 – Exemptions to Part Night Lighting
- Annex 3 – LCC Street Lighting Design Guide
- Annex 4 – Protocol for Removal of Switch Offs
- Annex 5 - Attachments to Street Lighting Assets
- Annex 6 - Street Lighting on New Developments

1. 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 (e.g. City, Borough, District and Parish Councils).

1.3. National Highways, as the government company responsible for Trunk Roads across the country, may provide street lighting for Trunk Roads within Lincolnshire.

2. 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 and equipment following a period of switch off (as point 2) and a subsequent post switch off assessment. This will be subject to budget constraints.
2. Turning lights off (subject to a lighting assessment).
3. Part night lighting as described in section 7.5 of this policy (excluding exemptions listed in [Annex 2](#)).
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. it is in the interest of improving road safety (see 3.0 below) and finance is available from road safety budgets or;

2. 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.
- 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.
- 2.2. County Council funding for street lighting shall be restricted to publicly maintainable adopted highway. For avoidance of doubt, this includes for new, replacement, improvements to, maintenance of and energy for street lighting.
- 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 Council or, where there is no Parish Council, the equivalent precept-issuing authority. The same shall apply to requests for the reversal of part night lighting as detailed in [Annex 1 - Protocol for reversal of part night lighting](#).
- 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.

3. 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. 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. Refer to [Annex 5 - Attachments to Street Lighting Assets](#).

5. Street Lighting for new roads and road improvements

- 5.1. Street Lighting shall be subject to an assessment incorporating environmental, economic and safety considerations.
- 5.2. Major new sections of road will require an economic assessment carried out in accordance with DfT standard TA501 Road Lighting Appraisal. Event sections and conflict areas within the new road/improvement will require a separate risk assessment.
- 5.3. Where it is determined that street lighting is justified on a new section of road the relevant options within the hierarchy described in section 2.1 A shall apply.

6. Street Lighting for development roads

- 6.1. Subject to Section 6.5 of this policy, where there is any on the public highway, 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.
- 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 for Street Lighting Assets (lighting and illuminated signs) until adopted by Lincolnshire County Council.
- 6.4. The installation of decorative street lighting equipment may be approved subject to conditions and appropriateness. For further information, including calculation of

commuted sums, please refer to Lincolnshire County Council Street Lighting Design Guide.

- 6.5. It is the policy of the County Council that new development (S38) roads will not be lit. However, on payment of an appropriate commuted sum, lighting for footway or placemaking purposes to [Annex 6](#) of this Policy may be adopted.

7. Street Lighting standards for Highway lighting

- 7.1. Street Lighting installations shall be the minimum standard for each class of road and designed in accordance with the recommendations contained in the prevailing version of BS:5489 and BS EN 13201-2 as detailed in Street Lighting Design Guide.
- 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 the prevailing version of BS 5489.
- 7.3. Street lighting associated electrical installations shall comply with the prevailing version of BS 7671; The Requirements for Electrical Installations.
- 7.4. LED lamps of colour temperature 3000K or below shall be the preferred light source throughout the county.
- 7.5. Street Lighting burning hours will be:

Part Night Lighting: Dusk to 24:00 then

06:00 to Dawn

Dusk and Dawn switching levels as All Night Lighting

Dimmed Lighting: Depending on road geometry, expected use, traffic volumes and speed:

22:00 to 06:00 dimmed to 75% OR

24:00 to 06:00 dimmed to 75% OR

20:00 to 24:00 dimmed to 75% then to 06:00 dimmed to 50%

Dusk and Dawn switching levels as All Night Lighting

All Night Lighting: Dusk to Dawn 35 LUX on and 18 LUX off

Pedestrian Subway lighting twenty-four hour operation

* The UK adjusts clocks between British Summertime and Greenwich Mean Time in the spring and autumn. The lights have individual sensors that monitor the number of daylight hours, which is how they set their internal clock. This is then used to adjust for the change to British Summertime or Greenwich Mean Time.

That means the sensors on the part-night lights enter a period of adjustment during spring and autumn, where the lights may start to turn off, or dim, slightly earlier or later than normal. Unfortunately, this is unavoidable but should have little or no impact on safety.

- 7.6. To minimise light pollution, lanterns on principal routes shall have a cut off distribution to minimise upward light glow with little or no light emitted above the horizontal.
- 7.7. Wherever possible in dimmed areas the levels of light at the bright and dimmed phases shall be compatible with an appropriate standard derived from the prevailing version of BS 5489 and BS EN 13201-2.

8. Street Lighting, Operation, Maintenance and Inspection

- 8.1. Inventory shall be maintained to satisfy the requirements of the Un-Metered electricity supplier, and the County Council's Highways Infrastructure Asset Management Plan.
- 8.2. Maintenance shall be carried out at intervals in accordance with the County Council's Highways Infrastructure Asset Management Plan.

9. Electricity Supply

- 9.1. Refer to Street Lighting Design Guide.

10. 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 that are to be adopted by the County Council or maintained under a Shared Services Provision.
- 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 and supervision costs 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 to optimise energy savings.
- 10.6. Street Lighting proposals in conservation areas and areas of outstanding natural beauty may be referred to the appropriate planning authority for comment where required.

11. Shared Services Provision

- 11.1. The street lighting service has been identified as one in which service provision can be shared between participating authorities.
- 11.2. 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.
- 11.3. Participating authorities may be District, Town, City or Borough councils within Lincolnshire.
- 11.4. 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. Passive Safe Lighting Columns

- 12.1. Passive Safe Lighting Columns may be used in individual circumstances where appropriate.
- 12.2. For further information regarding the implementation of Passive Safe Lighting Columns please refer to Street Lighting Design Guide.