

## Well Lit Highways – Code of Practice for Highway Lighting Management

The following is an extract of the recommendations made within the code along with comments, in italics, relating to current CYC policy and procedures:

### Summary of Recommendations

1. The policy of any authority, in relation to the provision of its public lighting service, should be clearly stated and should cover all the organisations and services involved in delivering the service. (3.2)

*Currently the services policy is covered in two documents. Designs and specifications of new schemes are outlined in the street lighting and illuminated signs policy, whilst maintenance timescales and all other aspects are covered within the street lighting term maintenance contract. Policy in relation to the inventory and asset monitoring systems is not covered in any great detail currently but this will be improved through the forthcoming Transport Asset Management Plan.*

2. All Personnel engaged in public lighting operations should be trained in accordance with the national guidelines such as those produced by the Institution of Lighting Engineers and issued with the appropriate certification.

*All our contractors are fully approved and part of the sector schemes for competency.*

3. No operatives should be placed at risk due to lack of skills on the part of themselves or others dealing with electrical equipment.

*All operations in relation to electrical equipment are tightly governed by legislation and are abided by within the current systems. All contractors' personnel are continuously evaluated and trained when needed.*

4. Each Authority should establish and maintain up to date and accurate inventory of all highway electrical equipment (including authority cable networks) as part of its asset management system.

*This is something we have already undertaken and are developing constantly in lines with the recommendations.*

5. Authority cable networks should be recorded on Ordinance Survey based plans or alternatively on a Geographic Information System.

*This information is noted on "as constructed" drawings and could only be implemented as recommended if resources and finance could be made available.*

6. An asset management system should be used to record and control all cyclical and reactive maintenance activities.

*Currently all maintenance activities are logged through the Exor system and this notes the dates and times of these activities.*

7. Cyclical Maintenance intervals for lighting installations should be determined to ensure the installations' correct operation and light output, minimize failures and maximise life.

*There are considerable cost implications associated with this recommendation. Cyclical maintenance systems have been in place but have been temporarily put on hold. Re-introduction will be considered subject to the finance being available.*

8. Lamp replacement policies should be carefully evaluated taking account of local technical and geographical considerations, to maintain light out put whilst limiting the number of lamp failures to an acceptable level.

*Whilst fitting new lamps and/or lanterns to provide better light output in a more efficient way with reduced light pollution is desirable, there are considerable cost implications. Large scale replacements are currently not affordable.*

9. Each authority should establish and operate a system for monitoring the operational status of its equipment.

*For quite some time CYC has had systems in place for the monitoring of its stock, and complied with one of the suggested methods within the code.*

10. Each authority should establish and operate a system for the reporting of faults by the public. The system should allow for the reporting of emergencies 24 hours per day each day.

*This is also a system that CYC has had in place for quite some time and operates successfully whilst complying with the code.*

11. Each authority should establish and enforce specific response times for each maintenance task.

*We currently have set response times that are specified in the maintenance contract. These response times are known to be amongst the most demanding compared to other authorities across the country.*

12. Each authority should determine the frequency of electrical inspection and testing and carry out such works at a frequency of not less than once every 6 years.

*Routine electrical inspection and testing is not carried out at present. This is an issue for further consideration to determine the most appropriate frequency and to develop budgets to fund the works.*

13. The condition of all enclosures, including the general structural condition of lighting columns, illuminated traffic signposts; feeder pillars etc. should be included on the operative report at each maintenance visit.

*This is carried out whenever maintenance work is undertaken.*

14. New steel lighting columns should, as a minimum, be hot dipped galvanised and the lighting column manufacturer should give consideration to the application of further protective coating at the time of manufacture.

*This is already undertaken by CYC as a standard specification.*

15. A programme for the maintenance and reapplication of protective coatings for in situ lighting column or illuminated traffic sign posts should be determine and implemented taking account of the location, existing protective system and any other environmental factors including atmospheric conditions.

*This is not currently undertaken due to the financial implication but it does have the potential to extend the maintenance life of current equipment.*

16. A risk assessment strategy for the management of the structural safety of lighting columns should be developed and implemented and where necessary structural testing of lighting columns and illuminated traffic sign posts should be carried out. The asset management systems should include sufficient data as to the location, type and age of the equipment to allow the risk assessment to be carried out.

*The current inventory and asset data now allow the risk assessment to be carried out. However, there are resource issues associated with structural testing and the number of replacements that would result and this needs further consideration and financial planning.*

17. Each authority should negotiate a formal service level agreement (SLA) with the Distribution Network Operator (DNO).

*The Council has already entered into this using the trial SLA administered by OFGEM.*

18. Each authority should ensure that their procedures, and those of any contractor, do not prevent the DNO from meeting agreed performance standards.

*The Council works closely with the DNO, and therefore already complies with the recommendation.*

19. Each authority should consider the use of competitive tendering for highway electrical maintenance as part of Best Value policy.

*Competitive tendering is used for highway electrical maintenance.*

20. Each authority should seek competitively tendered supplies of electricity for its highway electrical equipment.

*Having obtained the accurate inventory then the next stage is to obtain certification of this from the DNO followed by seeking competitive prices for the supply of electricity.*