
Meeting of Executive Members for City Strategy and the Advisory Panel

17 July 2006

Report of the Director of City Strategy

CODE OF PRACTICE FOR HIGHWAY LIGHTING MANAGEMENT

Summary

1. This report provides a brief overview of the code of practice 'Well Lit Highways November 2004' and asks Members to note and approve the recommended standards of highway lighting management.

Background

2. The Annual Highway Maintenance Report, 2 May 2006, included a reference to three new Codes of Practice:
 - 'Well-maintained Highways': Code of Practice for Highway Maintenance Management, July 2005
 - 'Well-lit Highways' Code of Practice for Highway Lighting Management, November 2004
 - 'Management of Highway Structures' Code of Practice, September 2005

This report considers the second of these three Codes of Practice.

3. The first Code of Practice for Road Lighting endorsed by the local government associations was published in 1999 and has subsequently been revised by this edition to take account of new and emerging developments in technology, policy and good practice incorporating changes in legislation and standards.
4. The Code covers the provision and maintenance of a street lighting service with reference to legal obligations and best practice within the industry. The code also touches on service level agreements with Distribution Network Operators, and the procurement of contracts within the street lighting arena.
5. The Code emphasises the use of best value systems including asset management and make a series of recommendations to achieve this.
6. The current highway lighting management system is based on the previous Code of Practice along with a number of advances based on technical reports issued by the Institute of Lighting Engineers (ILE) and Institute of Electrical Engineers, built up over a period of time. This can be summarised as:

- A prioritisation of works and systems based on ILE technical reports, current design regulations, previous codes or best practice and current recommendations along with local knowledge.
 - Visual inspection of the street lighting and illuminated network timed once a month in summer and twice in winter.
 - A number of reliable and publicised means by which members of the public and other users can report defects and other concerns regarding the highway; the most popular being the freephone number displayed on all equipment and the York Pride Action Line.
 - Reactive attendance of all faults determined by severity or risk. Standard faults are attended within two working days and Emergencies within two hours.
 - Routine programmed maintenance in line with best practice (dependant on budgetary constraints).
 - Monitoring and approval of specifications and levels in all systems related to current regulations.
7. Improvements to the current system and ways of working are always being evaluated and will be subject to a specific report to be brought before Members in September.

Options

8. **Option 1** - Members note the report and approve the measures being taken to comply with the recommendations as set out in Annex 1.

Option 2 - Members note the report and suggest any changes they would like to see be included in relation to the recommendations.

Option 3 - Members note the report and reject compliance with the Code and its recommendations.

Analysis

9. The advantages of option 1 are strong and re-enforce systems already underway but to summarise:-

The inspection and maintenance regimes currently practised by the Council have been developed in accordance with

- The code of practice 'Well Lit Highways' and preceding documents
- Council policies and objectives
- Local knowledge of the Street Lighting network
- Financial and staff resources available

10. With the use of the ILE's Technical Report No. 22 relating to column conditions as set out in the Code, proactive management of lighting stock and risk can be improved.
11. Policies and procedures are constantly monitored and updated to improve efficiency and effectiveness, and to achieve best value.
12. A detailed comparison between the Code of Practice recommendations and CYC procedures is included in Annex 1.
13. Option 1 enables the maintenance and safety of the lighting network to be provided with the greatest possible compliance with the recommendations in the Code of Practice. It also assists in maintaining the authority's national standing with respect to lighting networks. Any option that moves further away from the Code of Practice recommendations will need to be carefully considered, as this could have customer satisfaction and cost implications.

Corporate Objectives

Maintenance of Street Lighting has a direct impact on several of the Council's corporate aims and objectives:

14. **Corporate Aim 1: (Environment)** Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Specific objectives:

- 1.1 Increase resident satisfaction and pride with their local neighbourhoods.
- 1.2 Protect and enhance the built and green environment that makes York unique.
- 1.3 Make getting around York easier, more reliable and less damaging to the environment.
- 1.4 Control and improvement of the night environment through best value and quality procedures.

15. **Corporate Aim 3: (Economy)** Strengthen and diversify York's economy and improve employment opportunities for residents.
Good quality street lighting systems aid the local economy through better visible access to facilities.

16. **Corporate Aim 4: (Safer City)** Create a safe City through transparent partnership working with other agencies and the local community.

Specific objectives:

- 4.7 Good Quality management of lighting systems through management of risk and improvements to the network (electrical, structural and light output).

17. **Corporate aim 8: (Corporate Health)** Transform City of York Council into an excellent customer-focused "can do" authority.

Specific objective:

- 8.9 Manage the Council's property, IT and other assets on behalf of York residents.

Implications

Financial

18. The costs associated with dealing with lighting maintenance, replacement and fault management come from both City of York Council revenue budgets, ward committees funding, and the LTP allocation.

Human Resources (HR)

19. The Street Lighting team consists of two full time staff to implement and manage the whole service. There are no implications with this report.

Equalities

20. There are no equalities implications.

Legal

- The Council, in its capacity as the Highway Authority, has the power to light the highway under Section 97 of the Highways Act 1980.
 - The Council also has a duty of care to the road user, however this duty of care does not impose on the Highway Authority any duty to keep the public lighting lit.
 - An authority responsible for the maintenance of public lighting should be able to demonstrate that they have systems in place to maintain the public lighting equipment in a safe condition, including the detection of dangerous equipment.
21. The suggested recommendations of the Code are explicitly not mandatory on authorities. However, where authorities are the subject of claims or legal action by those seeking to establish non-compliance with legal obligations, it has been recognised that the contents of the Code may be considered to be a relevant consideration. It is essential therefore, for any deviations from the Code to be identified, together with the reasoning for such differences.

Crime and Disorder

22. There is a link between good systems of lighting and the positive effect this has on levels of crime.

Information Technology (IT)

23. The development of the current asset management systems has links with IT and Exor management systems.

Property

24. There are no property implications.

Other

25. There are no other implications.

Risk Management

26. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (Physical), those which could lead to financial loss (Financial), and non-compliance with legislation (Legal & Regulatory).
27. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

28. That the Advisory Panel advise the Executive Member that:
- 1) The report be noted.
 - 2) The main recommendations in the Code of Practice 'Well Lit Highway' 2005 be noted and current progress towards meeting these recommendations, as set out in Annex 1, be noted and approved.

Reason: The Council, as Highway Authority, has a legal duty to maintain the highway. The Code of Practice may be considered to be a relevant consideration when the authority is the subject of claims or legal action by those seeking to establish non-compliance with these legal duties.

Contact Details

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Report Approved**Date** 22/06/06

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected**All**

For further information please contact the author of the report

Background Papers:

None.

Annexes

Annex 1 – Extract from the Well-Lit Highways – Code of Practice for Highway Lighting Management.

27 June 2006
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