

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

2 June 2014

Report of the Strategic Director – Economy, Transport and Environment

**CONSIDERATION OF ARRANGEMENTS FOR THE  
DELIVERY OF STREET LIGHTING SERVICES (JOBS,  
ECONOMY AND TRANSPORT)**

(1) **Purpose of the Report** To seek Cabinet approval to consult on proposed changes to the Council's Street Lighting Maintenance Policy in order to achieve identified budget reductions.

(2) **Information and Analysis** On 28 January 2012, Cabinet approved a revenue budget reduction for street lighting of £775,000. It is proposed to introduce changes to the Street Lighting Maintenance Policy for the planned replacement of lamps and the re-prioritising of fault repairs to achieve these savings.

Lamp replacements for the Council's 89,000 street lighting stock are presently carried out routinely as a rolling programme of works. Lamp manufacturers provide a guarantee on the lifetime of each lamp which equates to either 3 or 4 years, dependent upon lamp type. The lamps are replaced through a planned programme on an age basis before lamps exceed their guaranteed life to minimise random lamp outages.

It is proposed to replace the current planned maintenance policy with a Reactive Maintenance Policy whereby lamps are not replaced routinely and to introduce criteria to prioritise repairs when lamps fail so that lighting is maintained in areas where it is needed to ensure highway and community safety.

**Future Prioritisation of Lamp Repairs**

The majority of failed lamps are currently identified by a member of staff who patrols the Authority network on an area basis. Performance targets in the Department's Service Plan provide that these are then attended to by a qualified electrician on average within five working days. It is proposed to categorise areas as high priority to determine when failed lamps in those areas are replaced. It is considered that the criteria used to identify locations

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where part night lighting is less appropriate could be used to identify high priority areas for lamp repairs.

The following broad criteria would determine high priority locations:

- some main traffic routes;
- in town centres;
- locations with a significant night time traffic accident record; areas identified by the Police as having an above average record of crime;
- areas provided with CCTV Local Authority or Police surveillance equipment;
- areas with sheltered housing and other residences accommodating vulnerable people;
- areas with a 24 hour operational emergency services site, including hospitals and nursing homes;
- formal pedestrian crossings, subways and enclosed footpaths, and alleyways where one end links to a road that is lit all night; and
- where road safety measures are in place on the highway, such as roundabouts, central carriageway islands, chicanes, speed-humps, etc.

A detailed Equality Impact Analysis (EIA) was also carried out in support of the introduction of part night lighting with the above criteria being a key consideration. The utilisation of the same criteria to prioritise lamp repairs may be appropriate and provide consistency, not only in managing both highway and community safety risk, but also the Council's equality duty.

In addition, consideration of the use of some areas by school age children and younger adults may be required, as well as other areas highlighted within the part night lighting programme as of higher priority.

When a failed lamp is identified in a priority area it would be programmed for repair by an electrician within five working days in accordance with the performance target confirmed within the Economy, Transport and Environment Service Plan.

Failed lamps which are not in priority areas will only be repaired if resources are available. This will inevitably result in a maintenance backlog which could be in the order of 6,000 lamps by the end of 2014/15 out of the 89,000 street lights maintained by the Authority.

### **Impact of Proposed Changes**

The experience of other highway authorities which operate a similar solely Reactive Maintenance Policy, is of a large increase in random lamp failures, which results in a reduced level of service when funding is not available for repairs. Typically, it was reported that 20-30% of the these authorities' lighting stock may be reported as out at any one time under an extended burn to failure regime; currently for the Council the figure is typically less than 1%.

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The impact is likely to be that some areas of the County, for example residential areas and industrial estates, will have reduced street lighting.

### **Potential for Mitigating Adverse Impacts of changes**

The competitive cost of LED street lights now provides the Council with an opportunity through any future 'Invest to Save' funding to mitigate the impacts of budget reductions and deliver significant maintenance, energy use and carbon savings.

It would also address the significant maintenance backlog which would result from budget reductions resulting in a change to Street Lighting Maintenance Policy and allow LED replacements to be installed in communities where it is known lamps are coming to the end of their useful life. A further report to Cabinet will be produced later this year on the 'Invest to Save' opportunities.

### **Consultation**

It is proposed that the Council consults widely on the proposed changes to the Street Lighting Maintenance Policy before a decision is taken on whether or not to implement the proposed changes.

Preliminary consultation began in May 2014 with information being supplied to Parish Councillors and Clerks on the potential impacts of street lighting budget reductions at the Town and Parish Council Liaison Meeting.

The potential impacts of this proposed change of lighting policy will affect all communities within the County and this is why the views of community and protected characteristic representational groups as well as the general public will be sought.

It is proposed to carry out an eight week public consultation exercise, from early June 2014, using the Council's website, local newspapers and local council establishments.

In addition, a paper-based or electronic questionnaire will be sent to all representational organisations for groups with protected characteristics and town and parish councils to obtain feedback on the proposed changes to Street Lighting Maintenance Policy.

The responses will be used to prepare an EIA on the proposals which will be presented to a future meeting of Cabinet. If a decision is made, to proceed with the introduction of a change to Street Lighting Maintenance Policy, a prioritisation factor will be applied to the asset management systems. This would enable the necessary mitigation measures identified in the EIA to be properly considered, when planning and programming service delivery.

**(3) Financial Considerations** A revenue budget reduction of £775,000 will leave approximately £500,000 for the delivery of street lighting services

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including fault repairs, the provision of an emergency call out facility and any urgent programmed works required to ensure the electrical and structural safety of the asset.

(4) **Legal Considerations** As the highway authority, the Council has a power, rather than a duty, under the Highways Act 1980 to provide and maintain road/street lighting. Where it is provided, it must be to the standard set in the Council's Street Lighting Policy. In exercising its powers in respect of the extent operation and maintenance of lighting, a highway authority should act reasonably.

In exercising its powers, a highway authority has a duty under Section 17 of the Crime and Disorder Act 1998 to exercise its functions with due regard to their effect on crime and disorder in its area.

The Director of Legal Services has advised that the proposal would need to be the subject of a programme of full consultation and that the programme detailed in the report is appropriate and proportionate to the matters for consultation.

When considering the proposal in this report, Members should have due regard to protecting and providing for the welfare and interests of persons who share a relevant protected characteristic (age, disability, gender reassignment, marriage and civil partnership; pregnancy and maternity, race, religion or belief, sex and sexual orientation). An EIA will be included in the next report to Cabinet.

(5) **Equality and Diversity Considerations** As contained in the report, an EIA will be undertaken by the Council to make an assessment of the impact of a potential change to Street Lighting Maintenance Policy.

(7) **Human Resources Considerations** Operational staff resources have reduced in recent years with a minimum level being established, through previous reports to Cabinet, to provide an out of hours emergency standby service. If this proposal is approved, there is no expectation to reduce workforce further as additional workload can be supported by developing additional joint working with the private sector and other local authorities in support of front line service delivery.

(6) **Property Considerations** If the planned maintenance policy is changed as proposed street lights which were not repaired would be recorded on the asset data base as non-functional and removed from energy usage reporting. This would ensure that the Council is not charged for energy for non-working street lights.

Any street lighting which remains non-functional and remains in situ would still require an annual structural condition assessment and electrical safety check.

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In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, environmental, health and transport considerations.

(8) **Key Decision** No.

(9) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in this report? No.

(10) **Background Papers** Files held in the Environment, Transport and Economy Department. Officer contact details – Debbie Anderson extension 38670.

(11) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 11.1 Approves the carrying out of an eight week public consultation on the proposed changes to the Street Lighting Maintenance Policy as outlined in the report.
- 11.2 Notes that following the consultation a further report will be presented to Cabinet.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**