

STREET LIGHTING POLICY – MEMBER REPORT

Introduction

On 17th October a small group of volunteer members comprising Councillors Atkinson, Ball and Colthorpe met with Chris Cranston and Darren Kelly to discuss the proposed street lighting policy.

Changes in attitudes and technology as well as legislation and budget considerations require policy to be kept constantly under review and members considered the proposals carefully. The proposals below were agreed almost unanimously, and Members have no hesitation in recommending that the committee approve the paper.

We would, however, like to draw your attention to the bullet point, 'Attaching non-highway equipment to lighting columns'. The proposal that advertising banners might, subject to the location being appropriate, be allowed as a useful revenue stream caused a lively debate amongst Members and we would suggest that the committee might like to discuss this further.

We must thank Chris Cranston and Darren Kelly for presenting a clear, concise paper and for sharing their knowledge in depth of the subject.

The Outline Policy Statements were discussed as per the policy report, with the following points raised:

- To maintain a safe asset:
 - It was discussed and agreed that street lighting defects will be responded to using a risk-based approach in line with the Highway Safety Manual
 - It was felt that the current level of Night Scouting (x6 in the Winter period and x3 in the Summer months) was excessive and could be reduced to possibly x2 Scouts per year for the whole of Devon. It was understood that LED luminaires being introduced on Devon roads are more reliable than older style of lanterns, and that the public could report a fault via the Public Interface Portal (PIP)
- Minimising energy consumption:
 - It was agreed that the use of dimming controls and LED luminaires was a positive step forward to deal with increasing energy costs.
- Adopt road lighting on new developments:
 - It was agreed that DCC should continue to specify high quality equipment such as aluminium columns and LED luminaires as part of the planning and adoption process, with reference to the Street Lighting Developer Specification.
- Additional lighting on the existing highway:
 - It was discussed that additional street lighting would only be considered if there was a defined need and funding was made available to assist the Street Lighting Department.

- Part night lighting:
 - This policy will be continued and introduced into new residential developments. A pragmatic approach should be applied where there is a specific safety concern and consideration given to a local departure from policy for the road in question.
- Devon County Council will seek to transfer the ownership of street lights which have been identified as being on a private road:
 - It was discussed that, while it would be beneficial for street lights to be passed to the owners of any such private road, a pragmatic approach would be paramount in any negotiations. Local members should be consulted, and it was suggested that they could also assist in setting up any new residents' associations.
- Attaching non-highway equipment to lighting columns:
 - This sparked more discussion and some differences of opinion. It was felt that banners used for advertising would act as a beneficial revenue stream to DCC; however, this opinion was countered by a feeling that DCC should not be party to the promotion of general advertising on the highway.
 - Locations of banners would be subject to prior assessment for their structural suitability and location and dedicated locations identified
 - Planning consent/involvement would be required
 - Banners for advertising local events should not be charged for, whereas banners for business events or similar should be chargeable
 - It was requested that self-adhesive stickers be applied to columns to indicate, for example, running routes, or similar such events
 - Fly posting should be discouraged
 - Wi-Fi on lamp columns was considered a positive idea for town centres.
- Facilitating the provision of on-street electric charging facilities:
 - More consideration and research is required by DCC
 - This would be considered a positive step forward in achieving environmental targets
 - New developments should look to implement charging points as standard, and should be incorporated within the adoption process
 - DCC would facilitate the introduction of charging points.