



Kent Highway Services Street Lighting Policy

Kent Highway Services (KHS) provides and maintains street lights, lit signs and lit bollards for the benefit of highway users and to aid crime prevention. However, there is no statutory requirement on highway authorities to provide public lighting, therefore this policy document lays out the ways in which lighting is provided and maintained.

Energy and Carbon Emission

Kent Highway Services are committed to the reduction of energy consumption and CO₂ emissions through a variety of policy commitments:-

SL P1 - When installing new or when replacing existing units, energy efficient, low wattage 'white' lighting will be used. In specific locations 'white' light may not be appropriate, in these instances other energy efficient lighting will be used.

SL P2 – Newly lit streets or streets that are benefiting from replacement lighting will be designed to use the minimum amount of units or minimum energy consumption and will be assessed to consider if de-illumination, part night lighting, light dimming or removal of certain units is appropriate. These options will only be carried out after full consultation with the emergency services and representatives of the local community.

SL P3 – All streets in the County that are currently lit will be assessed and will be given a 'lighting category' from the British Standard for Street Lighting Design. Based on this category and other factors such as local amenities, night-time activity, traffic flows, community safety and crime levels. KHS will assess whether the same lighting level is required for the street all night and consider if de-illumination; part night lighting; light dimming or switch off and removal of certain units is appropriate.

SL P4 – All lit signs will be assessed to current standards and replaced with non illuminated signs where appropriate. All signs that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

SL P5 – All lit bollards will be assessed to current standards and replaced with high-reflectivity, non-illuminated bollards where appropriate. All bollards that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

SL P6 – All 'mercury' type units have been replaced with efficient low energy units (6300 units) during 2009-10.



Maintenance

Kent Highway Services are committed to maintenance in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management'. The following policies enable KHS to provide an effective maintenance regime

SL P7 – All reported faults will be assessed and visited with the intention of affecting a permanent repair within 28 working days (a permanent repair may not be possible on the first visit due to the need for specialist parts or because of electricity supply faults). If the unit is unlit because of an electrical supply fault the electricity supply company will be notified.

SL P8 – As appropriate, lamps will be bulk changed on a cyclical basis to ensure efficiency of maintenance and certainty of lighting.

SL P9 – The selection of new or replacement apparatus will take account of whole life cost, including repair, vandal resistance, energy consumption, other lighting styles in the vicinity and ongoing maintenance. Minimising environmental impact such as sky glow will also be a consideration.

SL P10 – All lit units and private cable installations will be the subject of an electrical test every 6 years in accordance with BS7671.

SL P11 – Structural testing of lighting columns will be carried out as recommended by the Institution of Lighting Engineers Technical Report No22, and 'Well-lit Highways – Code of Practice for Highway Lighting Management'.

Efficiency and Cost Reductions

Kent Highway Services are committed to providing value for money for the residents of Kent. The cost of energy and maintenance is reviewed regularly and the following policies support the aims of an efficient street lighting service

SL P12 – The cost of energy for street lighting will be assessed and paid based on half-hourly meter readings.

SL P13 – The inventory of the Kent lighting stock will be completely reviewed by the end of June 2010 and continuously maintained to ensure unmetered electricity payments are correct, maintenance regimes can be planned accurately and future reductions can be targeted.

SL P14 – All redundant equipment will be assessed for potential reuse where appropriate, recycled or disposed in accordance with current waste disposal standards.

SL P15 – New technological developments and methods of working will be assessed and implemented if they are deemed appropriate and will ensure a sustainable lighting service



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