STREET LIGHTING
& STREET FURNITURE

POLICY DOCUMENT

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Introduction

1.1 This document sets out the requirements for installation and maintenance of all types of external public lighting in the ownership of the London Borough of Hackney.

1.2 It further defines the standards to which all personnel must work whether employed directly by the Authority, contractors working on behalf of the Council or contractors working privately to construct a new highway on which it is intended that the lighting installation be adopted.

1.3 Public lighting forms an intrinsic part of Hackney's sustainable transport policy by helping to increase the use of existing and new highways during the hours of darkness. It is of particular relevance for cycle paths, footpaths and safe routes to schools. The provision and maintenance of modern public lighting gives pedestrians, cyclists and all road users more confidence to use the facilities and a greater sense of security and personal safety.

1.4 Well designed and installed street lighting which is well maintained and correctly operated plays a substantial role in Hackney's duties to its residents, visitors and businesses by improving safety, reducing crime, improving commerce, enhancing the night scene and making more sustainable non-motorised transport more attractive and friendly.

1.5 There is a clear and well-defined link between well-maintained, high quality street lighting provision and the reduction in crime and fear of it. A recent Home Office report indicated that public lighting is more cost effective than CCTV in reducing crime. The Crime and Disorder Act places an obligation on local authorities to develop and implement safer community strategies. The provision of modern street lighting designed to the correct standards is a very tangible way in which Hackney can demonstrate its commitment to the provision of a safer and more attractive community.

1.6 Illuminated traffic signs are also an important part of the street scene. They provide control, regulation and advice to road users. And, as the principles of maintenance etc. are similar to those of public lighting, such lit street furniture is an integral part of this policy.

Overview

2.0 To achieve a structured and coherent approach to public lighting provision, this document sets out the correct level and associated parameters for the lighting of each specific class of road, street, footpath, cycle track etc. within the Borough.

2.1 Each category of road, footpath etc. has its own specific requirements, which affects the level of lighting to be provided. The current British Standard for road lighting, BS 5489:2003 EN13201, is used to determine the relevant category.

2.2 Reference has also been taken from Well Lit Highways (Code of Practice for Highway Lighting Management – November 2004).

Main Objectives

3.0 The fundamental purpose of street lighting is to help create a better environment in which to live, work and play. The increased safety, greater security and enhancement of the environment provided by modern public lighting help to achieve these objectives.

3.1 The Council's corporate goals as set out in the Hackney 2020 vision are equally served by this over-arching fundamental objective. It also complies with the Community Strategy & Mayoral priorities.

3.2 The objectives of this policy are intended assist the Authority to achieve these aims by :-

- Providing a safe highway network for all road users
- Helping to reduce crime and the fear of crime
- Providing a cost effective public lighting service
- Enhancing the on-going operation of the service
- Minimising the environment effect of street lighting whilst enhancing the night-time ambience
- Ensuring that public lighting provision is in keeping with and properly integrated into the highway infrastructure
- Energy conservation and sustainability

3.3 The following goals have been considered when compiling this document and are listed in priority order :-

a) highway safety for all road users and the wider community
   - reduction in night-time accidents
   - motorists
   - pedestrians
   - cyclists
   - the elderly
   - disabled people
   - children

b) security
   - personal safety
   - crime against property, including car crime
   - reduction of vandalism
   - increase the perception of safety
   - assist the operation of CCTV installations

c) cost effectiveness
   - whole life costs
   - reliability and maintenance of equipment
   - energy efficiency

d) electrical, structural and other safety issues
   - location of equipment
   - specification of components
   - structural and electrical testing

- disposal of redundant and / or obsolete equipment, including lamps

e) visual / environmental intrusion

- day-time appearance, improved aesthetics of equipment
- night-time appearance, better optical control
- minimising light pollution, upward and spill light

f) enhancement of the night-time environment
- areas of high night-time activity

g) protection of the night-time environment
- conservation areas, listed buildings etc.

Lighting Provision

4.1 The provision of public lighting varies with need, location, environmental factors and cost. And, given the inner city nature of the Borough with its attendant problems, particular requirements etc. all public lighting shall be to a level not less than Category S2 of BS 5489:2003 EN 13201.

4.2 This provides for a maintained average illuminance of 10 lux and a maintained minimum point illuminance of 3 lux. Further details of each type of location are given in the next section.

Location

5.1 All public highways within the Borough are the responsibility of either Transport for London (TfL) or the London Borough of Hackney. TfL are the highway authority for the "Red Routes" where the waiting and loading restrictions are red rather than the usual yellow. The highway authority for all other roads is the Council. There are generally two exceptions to this, housing estate roads, which are the responsibility of the Council's Housing Directorate, and private roads, over which the Council has little or no authority. Both types are outside the remit of this document. The map provided as Appendix 1 shows the red routes and the following lighting categories of all public roads in the Borough.

5.2 Side Streets – for the purposes of this document, these are subsidiary roads and residential streets. Lighting in these roads will be provided to Category S of BS 5489:2003 EN 13201

5.3 Main Roads – in general terms, these are all-purpose traffic routes and will be lit to Category ME or CE where there is a Conflict area. However, there is a further criterion in that the requirements of Category S of the BS will also be met.

5.4 Conservation Areas – the declaration of a Conservation Area does not, by itself, establish a need for period or ornate style lighting. In general, lighting will be provided to Category S of BS 5489, but the manner in which this is delivered will be discussed and agreed with the Council's Conservation Officer in each case, bearing in mind the requirements of the Public Realm Design Guide.

5.5 Pedestrian Crossings – these locations are areas of high conflict between vehicles and pedestrians. As such, and to reduce night-time accidents, all new pedestrian crossings shall be provided with supplementary direct illumination to augment the existing general road lighting system. This supplementary lighting shall be provided over the full carpet of the crossing utilising a white light source.

5.6 Traffic Calming – the need for, and nature of, illuminating traffic calming measures at night has generally been of low consideration throughout the country. This has been mainly due to the lack of any documentation and guidance. However, with the recent publication of Technical Report 25 – Lighting for traffic calming schemes, by the Institution of Lighting Engineers, all such future schemes will comply with the recommendations of the report.

5.7 Pedestrian Subways – these are usually provided as a safe route for pedestrians and cyclists to cross busy traffic routes, and can be intimidating at night if they are not carefully designed and provided with good lighting. They should be bright and attractive to encourage their use. Lighting should be designed and installed to Part 9 of BS 5489:2003 EN13201. Subway lighting should be designed with flexible switching arrangements so that different levels of illumination can be provided during the day and the night to cater for extremes of natural light, from a very bright sunlit day to a dark overcast night. Lighting levels of up to 350 lux during daylight and between 50 to 100 lux at night should be provided.

5.8 Footpaths and alleyways – crime, and the fear of it, are of major importance to users of this type of facility. In these locations lighting will be provided to Category S of BS 5489:2003 EN13201 using a white light source and where access is an issue raise and lower columns will be installed for maintenance.

5.9 Car Parks – lighting in car parks is provided to enable users to proceed safely and to allay the fear of crime. It is needed for both pedestrians and vehicle drivers. Lighting will be provided to Part 9 of BS 5489, table 4 for multi-storey and underground car parks and table 5 for surface car parks. Monochromatic light sources are not recommended for these locations; white high pressure sodium, ceramic discharge or fluorescent sources are preferred.

Requirements

Standards of Lighting

6.1 As stated in paragraph 2.2, public lighting in Hackney will comply with BS 5489:2003 EN 13201

Obtrusive Lighting

6.2 This is light which falls outside the intended area of illumination and can cause annoyance, discomfort, distraction or reduces the ability to see. Obtrusive light is often referred to as light pollution. It can be split into “skyglow”, glare and light trespass. All three elements can be restricted by control of the type of light source and by constraining the level of light emitted by the luminaire at high angles

between 70 and 90 degrees. The use of full horizontal cut-off luminaires has a substantial impact on the restriction of obtrusive light and shall be used wherever possible. If this is not possible, low profile bowls shall be used.

Light Sources

6.3 The type of light source, its colour and colour appearance have a significant effect on the night-time scene. Also, the purpose of the lighting must be borne in mind. Given the current state of the technology, the recommended light source for the Borough is high pressure sodium (SON, golden white light), with ceramic discharge metal halide (CDM-T, white light) preferred for highlighting zebra crossings and other similar areas. The current rate of change within the industry is such that the future more widespread use of CDM-T or indeed light emitting diodes (LEDs) is likely and should not be ruled out. Any changes to this policy will be issued as a supplement to this document.

Luminaires

6.4 The type of luminaire used in a particular location will be selected from a range of available types, to suit the characteristics of the area and the type of lighting to be provided. All new luminaires must have a minimum IP rating of IP6X and manufactured to BS EN 60598-2-3:1994.

6.5 The range of luminaires will be determined via the Public Realm Design Guide. In general, the preferred luminaires are :-

Philips SGS 203; 100W, 150W or 250W
Philips Iridium
Urbis ZX2 or ZX3
Urbis Sapphire

6.6 All luminaries are to be metal bodied in their entirety and coloured to BS00 E 53 to match the Corporate colour specification of Jet Black

Columns

6.4 All lighting columns must be manufactured to BS5649/EJ4/4O and columns of 8m or greater to be used on traffic routes be designed to comply with the additional requirements of the DfT Memorandum BD 26/94.

6.5 All steel lighting columns shall be hot dipped galvanised after manufacture and be finished with a two-part epoxy paint system and a bitumen coating to the column root or additional protection. The use of anti-graffiti / anti fly-poster paint to the lower 2m of all sign posts and lighting columns is also recommended. The colour shall be black to BS 00E53. Columns shall be factory painted G2B.

6.6 Lighting columns should generally be positioned at the front of the footway a minimum of 800mm back from the kerb face. Care and consideration will be given to ensure that the lighting column does not obstruct the free passage of partially sighted persons, push chairs, wheel chairs etc. A minimum free gap of 1.2 metres shall be maintained at all times. In conservation areas or other areas with high pedestrian movement, the use of wall mounted fittings will be considered. The siting of columns at the back of the footway is not recommended as, depending on location, this could aid criminal activity, is not an efficient use of the light output,

could cause problems of glare to the immediately adjacent properties and necessarily results in shorter column spacing which increases costs.

6.7 Extra heavy duty columns, with increased wall thickness, will be used in areas where the addition of hanging baskets, festive decorations, banners and other items to the loading on the columns, are likely to be required. Where columns are to be used for traffic lights, they shall be extra heavy duty to the manufacturer's specification.

Switching & Dimming

6.8 In general, switching will be achieved via fully electronic photocells. These will have a negative differential of 70 lux "on" and 35 lux "off". Time switches and group switching are not recommended for general street lighting use, but there are instances, for example subways, where they will be appropriate.

6.9 The dimming of street lighting is not currently recommended in view of the highly urban nature of the Borough and the paramount requirement to ensure the safety of the road user.

6.10 As remote switching technology improves, the possibility of utilising such a facility cannot be entirely ruled out. The developing technology has been monitored and a new trial system is to be introduced in one of the parks to monitor fault reports and energy usage. Further developments will be notified separately.

Supply of electrical energy

6.11 Electrical energy will be provided by one of the nationally recognised suppliers via an annual (or longer period) tendering or bidding process as determined by the Council.

6.12 The use of private cable networks for street lighting purposes is generally not acceptable. Exceptions to this are lighting installations within the Borough's parks and open spaces and illuminated street furniture.

Public Art

6.13 The Council will endeavour to respond positively to all reasonable requests for illuminated public art installations, including the floodlighting of buildings.

6.14 It is expected that the "proposer" of such schemes will bear all of the initial costs (components and installation) and the Council will meet the future maintenance and energy costs. However, this will be addressed on merit by the Council.

Maintenance

Statutory Requirements

7.1 The Council has a duty of care to ensure that highway electrical equipment is maintained in a safe condition, and all it's equipment should be maintained to a standard that ensures its economic, effective and reliable operation.

7.2 It is a requirement of the Electricity at Work Regulations that full details of all electrical equipment including that on the highway be recorded and made available to those operating and maintaining it. The New Roads and Street Works Act further requires that all electrical equipment on the highway be geographically recorded and that such information be made available to any statutory undertaker wishing to excavate in the highway.

Inventories and Record Systems

8.1 It is essential that the Council maintains an up-to-date inventory of highway electrical equipment to enable the satisfactory management of a maintenance process that meets legal obligations and provides information for the calculation and tendering for electrical energy.

8.2 All maintenance activities will be proactively monitored to ensure that the system is being maintained in a safe and effective manner. Monitoring of the maintenance function will allow the most cost effective methods and frequencies for different functions to be determined and provide valuable information on the condition of the installation.

Fault Detection

9.1 To detect lamps that are not operating correctly, it is necessary to carry out periodic night-time inspections or to install a remote monitoring system to identify and report defects. Reliance on members of the public to report faults does not provide a comprehensive or sufficiently reliable method to meet duty of care obligations and to ensure that all lamps are repaired with the minimum of delay.

9.2 It is important that regular night-time inspections of highway electrical equipment are carried out to find and report lights not operating correctly. The Council intends to carry out these inspections at a frequency of 14 days, or 10 working days, during Winter months and monthly during Summer.

9.3 Remote monitoring systems are still being developed within the industry. These will continue to be reviewed and will be adopted when the technology involved has accrued an acceptable level of reliability. As technology advances and more robust systems come onto the market, any required changes to this policy will be issued as a supplement to this document.

Fault Repairs

9.3 Highway electrical equipment is sited at the side of roads where it is subjected to a very hostile environment and potential damage due to vehicle impact and vandalism.

9.4 Highway electrical equipment does develop faults and the following reactive repair procedure has been established to ensure an efficient and speedy response to items of equipment reported as faulty and not operating correctly :-

a) receive fault report from public, night-time inspections or other source

b) log fault onto management system
c) issue fault, or batch, to repairing contractor
d) fault attended, repaired etc and information provided by contractor
e) management system updated

9.5 A “start to finish” response time of five working days for fault repairs is expected of the contractor.

9.6 Furthermore, the Council expects that an operational performance level of 98.5% or better, will be achieved throughout the year, i.e. the percentage of street lights working shall not fall below 98.5%. This target will be monitored monthly. Improved performance is expected to raise this figure to 98.75% by the end of March 2006 and to 99% by March 2007.

Cyclic Maintenance

10.1 The design of modern public lighting takes account of the depreciation in the lumen output of the lamp and the accumulation of dirt on the luminaire. To maintain the satisfactory operation of the luminaires at its designed output, it is therefore necessary to consider the replacement of the lamps at regular period and the regular cleaning of the luminaire.

10.2 The Council has assessed the optimum burning period and replacement policy for each type of lamp used in its public lighting system. This period is affected by the hours of operation, type, wattage and cost of the lamps, cost of maintenance and the failure rate of each lamp tyre.

10.3 The replacement period of each type of lamp, including those used in street furniture installations is given below :-

High pressure sodium	SON	48 months
Ceramic discharge	CDM-T	
Fluorescent		12 months
General lighting service	GLS	12 months

10.4

Electrical Inspections

11.1 All electrical equipment including that on a public highway must be maintained in accordance with the Electricity at Work Regulations. These Regulations require that electrical equipment be regularly tested to ensure its safety and correct operation.

11.2 To comply with the Regulations and to minimise the risk to the public of electrical shock from electrical equipment, the Council will carry out regular visual inspection of all items of highway electrical equipment to ensure that each item is electrically safe, operating correctly and as per the recorded inventory details.

11.3 The Council will carry out such tests at a frequency of no greater than every six years, which is the frequency considered to be good practice. However, where the

equipment is in a poor electrical condition and the rate of failure is higher than normal, this frequency will need to be reduced for such specific instances.

Structural Inspections and Risk Assessment

12.1 To reduce the risk to the public from falling pieces or items of highway electrical equipment, the Council will carry out regular visual inspection of all items of highway electrical equipment to ensure that the item is structurally safe.

12.2 The frequency of structural inspections will be determined by carrying out a Risk Assessment, which takes account of the age, type, location and maintenance of the highway electrical equipment and any potential dangers that may occur from the collapse of the lighting column or sign post. The Council will follow what is considered good practice and carry out a visual inspection of the structural condition of the column or sign post at each cyclic maintenance visit.

12.3 Whenever a lighting column is removed from service it will be inspected and its condition analysed. Whilst visual inspections provide a cost-effective means of assessing the general condition of lighting equipment such inspections cannot guarantee to identify the extent of any internal corrosion or foundation weakness. The assessment of the condition of removed columns can be used to help develop further inspection and testing programmes.

12.4 A Risk Assessment will also be used to determine any additional structural testing such as ultra sonic testing or dynamic testing which may be needed to ensure the structural integrity of the lighting columns and sign posts.

12.5 Currently the only proven methods available for the testing of lighting columns and signposts are for steel products. Reliance must therefore be placed upon visual inspections for concrete columns.

12.6 The Council will adopt the following order of priority for the testing of steel columns, which is based upon national data:

a) Locations where the poor condition of the columns has been established as a result of routine visual inspections or other reports

b) Columns of a similar design, age and location to those in a) above

c) Columns of greater than 8m mounting height

d) Other steel columns on classified roads

e) Steel columns on other roads, including residential streets.

12.7 The Council will consider the following additional details when determining priorities in each of the above sections:

a) Age of installation, (Provisional informational indicates that non-galvanised steel columns installed between 1970 and 1980 are generally more prone to failure than older or newer lighting columns)

b) Columns in areas subjected to high and frequent wind exposure

c) Columns mounted on over-bridges or other vulnerable areas

d) Volume and type of traffic particularly roads with heavy concentrations of HGV vehicles travelling at speed.

12.8 Although the above criteria provides adequate detail for the Council it will prioritise the testing of steel columns. Constantly review these priorities, based on the types and age of lighting columns and their condition. The results obtained from the testing programme will be iteratively reapplied to update and refine the process and to ensure that the most appropriate priorities are being addressed.

12.9 The Council will carry out all public lighting maintenance and inspection work in accordance with the County Surveyors' Society (CSS) report "Road Lighting Maintenance – Code of Good Practice".

Street Trees

12.10 Street trees often impinge and impair the effectiveness of the adjacent street lighting. Thus, it is important that such trees are regularly maintained to prevent them from obscuring street lighting units. All street trees will be included in a three year planned maintenance programme of crown reduction, pollarding, root pruning etc.

Assessment of Public Lighting Schemes

13.1 The Council will, within the limitation on the budgets available for the replacement, improvement or provision of new lighting, ensure that priority is given to the most important schemes.

13.2 The system of prioritisation will differ dependant upon whether the scheme is

a) for the provision of new lighting or the replacement of sub-standard lighting with a new higher level of lighting, or

b) for the replacement of lighting equipment which has reached the end of its life.

13.3 Whatever the reason for the installation of a new lighting scheme each scheme will be assessed to ensure that Best Value is obtained.

New Lighting Schemes

14.1 Consideration will be given to the following points when prioritising new lighting schemes:

a) Road safety

b) Crime prevention

c) Environmental issues

d) Capital and maintenance costs

e) Commercial/ economic regeneration.

14.2 Each of the above points will be assessed against a series of predefined and approved criteria, which have been developed and ranked in order of priority and importance. By this means the relative importance of each proposed scheme can be assessed and rated. Each new lighting scheme will be assessed to ascertain its value to the community and this assessment will take account of the benefits to be gained by the community from safer roads, reduced night time crime and the improvement or regeneration of the commercial economy of the area. However, possible detrimental effects on the environment, including ecological implications, will also be considered, as will the capital and maintenance costs of the scheme.

Improvement Schemes

15.2 Improvement schemes (schemes where the existing lighting is sub-standard but the equipment is structurally and electrically safe) will be treated in a similar way to new lighting schemes with each of the following points being prioritised and assessed:

a) Road safety

b) Crime prevention

c) Environmental issues

d) Condition of existing equipment

e) New capital and maintenance costs

f) Commercial/ economic regeneration

15.3 Improvement schemes will generally vie with new lighting schemes for capital funding and will be assessed for best value against new lighting schemes to determine which should be prioritised for installation. The structural and electrical condition of the existing lighting equipment will also be considered when making this decision.

Replacement/ Refurbishment of Existing Lighting

16.1 Existing lighting schemes will be assessed to prioritise which schemes should be carried out first to ensure that limited funds are spent in a cost-effective manner. The need for the replacement or refurbishment of existing lighting will be brought about by a number of criteria, the major ones being:

a) The poor structural or electrical condition of the existing lighting

b) The poor standard of the existing lighting

c) A desire to reduce energy and or maintenance costs

d) A demand for better lighting.

16.2 Each of these criteria will be assessed and rated for each scheme and then assessed and rated against the other schemes. In many cases the criteria will be interrelated, for instance, the replacement of an existing system of lighting in a poor state of repair will most likely result in better lighting, a reduction of maintenance cost and a possible reduction of energy cost.

16.3 Where existing lighting is being assessed for replacement or refurbishment, the actual condition of the equipment will be the major factor determining the priority for replacement. However, consideration will also be given to the following factors when assessing the replacement or refurbishment of a lighting scheme if Best Value is to be achieved:

a) Night-time personal injury accidents. Compare with daylight accident rate

b) Recorded crime statistics

c) Condition and standard of existing lighting

d) At risk population

e) Resident's details, (high proportion of old people or children)

f) Transport facilities, predominant use of public or private transport

g) Public centres, shops, colleges, sports centre, community centre, health centre, etc

h) Maintenance problems and vandalism, high maintenance/ energy costs or high rates of vandalism

i) Traffic flows.

16.4 Where re-lighting or refurbishment of an existing lighting scheme is being considered following a request for improved lighting each of the listed criteria will be assessed and rated, to provide a consistent evaluation of the need for improved lighting.

Performance Indicators

17.1 The Council has included Performance Indicators in its lighting maintenance contracts so that it is able to compare its performance, in terms of Best Value.

17.2 At present, there is only one street lighting related, national Best Value Performance Indicator, and this concerns the average lamp wattage. This is considered to be insufficient to monitor performance across the range of activities.

General

17.2 The following performance indicators covering a greater range of aspects of the provision and maintenance of its public lighting system will be included in future street lighting maintenance contracts:

a) Cyclic maintenance. Sub-divided into different road categories if applicable.

b) Lamp replacement strategy. Type of replacement policy, ie Group replacement, random replacement or Hybrid.

c) Night-time inspections or remote monitoring. Differential frequency (Summer/ Winter frequencies).

d) Fault repairs. Specify by road classification and type of equipment. Some equipment such as Belisha Beacons, School Patrol flashing lights and mandatory traffic signs may need a higher priority.

e) Emergency attendance. Are there any priority sites or types of equipment?

f) Replacement and re-commissioning of equipment following emergency attendance. Are there any Priority sites and types of equipment?

g) Decorative and protective condition of equipment to include the application of protective finishes. If applicable can be divided up into different categories, ie conservation areas, etc.

h) Installation Works. Sub divided by quantity and type of equipment.

i) Electrical Testing. Sub divided by equipment type, ie internal wiring and cable networks.

j) Structural Testing. Sub divided column type, height, location, etc as devised by Risk Assessment.

k) Customer Service. Replies to customer queries.

l) Electricity Company performance. Sub divided between different works, etc. Should include for emergency works and section failures.

17.3 Each of the above Performance Indicators will specify the frequency at which the works will be carried out and the time for completion of the works specified, together with any non-performance payments to be made for failure to comply.

<u>Additional Indicators</u>

17.4 The Council will also develop a series of specific target dates for the replacement of:

a) old, inefficient and obsolete lighting equipment, e.g. mercury and tungsten lighting, clockwork time switch controls, iron clad cut outs, old private cable networks, removal of overhead power supplies

b) systems of lighting not up to current standards

c) lighting systems producing unacceptable levels of obtrusive light specific types of lighting equipment with a known structural problem.

Adoptions and Development Works

18.1 All developments that include roads and streets that are to become adopted as public highway must be provided with a public lighting system and illuminated traffic signs as part of the agreement.

18.2 The design and specification of the proposed lighting for any such development must be agreed by the Council prior to installation and must be designed and installed in accordance with the specifications laid down by the Authority and its adoption policy for residential roads.

18.3 The Council will ensure that any highway electrical equipment that is adopted is added to the inventory at the earliest opportunity.

Partial Adoption of New Lighting Systems

18.4 Many developers are reluctant to take on the responsibility for maintaining and paying for the maintenance of public lighting systems whilst building a development. This can lead to confusion and leave large sections of developments without lighting for considerable periods of time until the developer is forced to install and service the lighting. To overcome this problem the Council may agree in some cases, as a service to residents, to the partial adoption of development lighting before the roads are completed and fully adopted.

18.5 Where the Council undertakes partial adoption, it accepts the responsibility to carry out basic maintenance of the installation after the guarantee period has finished. However, the replacement of equipment damaged by vehicular impact or vandalism will remain the responsibility of the developer until the highway is fully adopted. In such an agreement the Council will take over the payment of electrical energy from the date of commissioning of the equipment or other agreed date.

18.6 The Council will fully adopt the lighting system at the same time as the highway is adopted for maintenance.

Attachments and Secondary Uses of Columns

Signs and Hanging Baskets

19.1 Public lighting columns are not generally designed to carry a load greater than the load imposed by the luminaire. However, columns designed and manufactured to the Department of Environment, Transport and Regions Memorandum BD 26/94 are designed to carry a traffic sign of up to 0.3 m^2, 2.0 m above ground level.

19.2 Existing highway electrical equipment due to its design, construction or structural condition, may not be structurally adequate to support the additional weight and wind loads imposed by the erection of a sign or other attachment. Therefore,

permission to erect such attachments will not be given unless the lighting column has been specifically designed to carry the additional weight and wind loads of the attachment(s). Existing lighting columns may only be used as a support or as an additional support for a sign requiring a second or additional post where the lighting column has been specifically designed for this purpose.

19.3 The use of lighting columns as supports for advertising signs of any kind will not be permitted unless the columns have been specifically designed to carry the additional loads. The Council may, at its discretion, give permission to recognised organisations (i.e. Automobile Association or Royal Automobile Club) for the attachment of short-term temporary direction and information signs.

Decorations

19.4 The Council will not permit the erection of decorations in, on or above the public highway, without its prior written approval of the proposals.

19.5 For the purposes of this policy document, decorations are deemed to include:

- Decorations erected for Christmas and other religious celebrations
- Decorations erected for festivals and other celebrations
- Flower Decoration including fixed and hanging floral displays
- Flags and banners
- Advertisements (Illuminated and non illuminated)

19.6 All works associated with the provision of such decorations must be carried out in accordance with the requirements of the County Surveyors 'Society, (CSS) Code of Practice for the Installation and Operation of Seasonal Decorations on or Above the Public Highway, ENG/7-95, October 1995 and the Institution of Lighting Engineers, Laser, Festival and Entertainment Lighting Code.

19.7 All decorations should be erected in compliance with all applicable regulations and BS 7671 : 1992 Requirements for Electrical Installation

19.8 No decorations should conflict with or detract from any adjacent traffic signal installation or regulatory or mandatory traffic signs. Care should be particularly with sequenced coloured illuminations to ensure that they do not conflict with traffic signals causing confusion to motorists. No sequenced coloured illuminations should be sited within 15 metres of traffic signals.

Decorations attached to Highway Electrical Equipment

19.9 The Council will not permit the attachment of any decorations onto existing highway electrical equipment without its prior written approval of the proposals. It is preferable that such decoration be attached to or supported from buildings adjacent to the highway.

19.10 In general, public lighting columns are not designed for the significant additional loads imposed by the attachment of seasonal decoration. Therefore, the size and number of decorations that can be attached to a lighting column is limited.

19.11 Any public lighting columns that are to be used to support any decorations will be inspected annually by a competent engineer. Where the erection of new

decorations is proposed, the proposer must provide the Council with a written report by a competent structural engineer, confirming that the columns have sufficient structural strength to support the additional weight and wind loading that would be imposed by the decorations, before permission will be given.

19.12 Permission for the erection of decorations will not be given where they would compromise safety or hinder the normal operation or maintenance of the highway or highway electrical equipment.

19.13 The erection of banners, flags or catenary wires between two or more items of highway electrical equipment will not be permitted unless the highway electrical equipment has been designed and manufactured specifically for that purpose or a structural engineering report has been submitted as above.

Secondary Electrical Supplies

19.14 The use of power supplies for decorations from adjacent buildings will not be permitted. Where remote power supplies are used to provide energy for decorations, both the decorations and any supply wiring, at regular intervals along the cable and at appropriate positions, must be labelled with the location of the isolation point. Care must be taken to guard against the provision of multiple electrical phases on individual lighting columns.