



STREETLIGHTING POLICY

1. Introduction

- 1.1. In accordance with the Highways Act 1980, Health and Safety at Work Act 1974 and Electricity at Work Regulations 1989, there is no statutory requirement for local authorities to provide public lighting.
- 1.2. Councils do, however, have the power to provide lighting and once provided, have a duty of care to ensure that assets for which they retain responsibility are maintained in a safe condition.
- 1.3. Norfolk County Council, as the Highway Authority, is responsible for all street lighting on the public highway and maintains most streetlights across Norfolk.
- 1.4. Those in car parks in Diss are owned by South Norfolk District Council and some are maintained by Housing Associations and developers.
- 1.5. Diss Town Council (DTC) has responsibility for 230 footway lights, which are generally located in residential areas.
- 1.6. The primary objectives of this policy are to:
 - 1.6.1 Ensure that Diss Town Council lighting stock is maintained in accordance with current guidance, so far as is reasonably practicable and minimise risk to the public;
 - 1.6.2 Ensure that our lighting stock is maintained to the most energy-efficient standards currently available
 - 1.6.3 Deliver an efficient lighting service to Diss residents and visitors.

2. Maintenance Programme

- 2.1 Diss Town Council's lighting stock is currently maintained on the Council's behalf by Suffolk County Council on an annual contract. This is reviewed each year for best value and service.
- 2.2 As maintenance and energy are bought under the same contracts that the County Council uses for its own lights (currently manages over 70,000), it is in a strong position to get the best prices. You will be able to identify a DTC-owned streetlight from the sticker shown below, which shows its column number (to be inserted).
- 2.3. All lanterns in DTC-owned lights have been replaced with LED bulbs reducing energy costs.

- 2.4. Most columns have been replaced as part of a capital replacement programme when SNDC transferred ownership of lighting to DTC and should have a life expectancy of 20-25 years.
- 2.5. The Town Council is budgeting for the future capital replacement of columns. It is estimated that approximately £400k will be required over the next 23 years.
- 2.6. The streetlights are structurally tested each year to determine any defects and a re-testing programme of either three or six years.
- 2.7. Streetlights identified as requiring immediate removal will be dealt with as an emergency and either made safe or replaced with a new column or lamp.
- 2.8. There are occasions when a replacement column will be erected next to an existing light. This is because either the electricity supply is waiting to be transferred from the existing to the new column, or the existing cable cannot be reused, and a new service is required. All cabling works are undertaken by UK Power Networks.

3. Reporting faulty streetlights

- 3.1 If you would like to report a faulty streetlight, please visit <https://www.fixmystreet.com/> where you can also log any local problem, which will be sent to the relevant authority.
- 3.2 Please allow at least ten working days repair time for Suffolk Streetlighting to attend to a fault once it has been reported.

4. Part-night lighting

- 4.1 Part-night lighting is used to reduce our energy consumption, saving both money, carbon and CO² emissions in support of local and national policy and the darker skies strategy of the Diss & District Neighbourhood Plan.
- 4.2 Streetlights are controlled by sensors that detect when it is dark enough for lighting to be required and switch on the lights. This is earlier in the winter months than in the summer.
- 4.3 Approximately 50% of DTC streetlights are 'part-night lit' and are switched off from between 1am to 5.30am. This allows for public transport schedules and licensing hours.
- 4.4 The proposal is based on highway safety and therefore night lighting on town centre streets such as Mere St and main through roads such as Roydon Road as well as those lights on footways connecting developments is retained.
- 4.5 The lights will then come back on after 5.30am if the sensors detect it's dark enough for lighting to be required.
- 4.6 To deal with particular situations, the Police can request us to leave lights on instead of switching them off in a single or several streets for a period of time.

5. New development lighting

- 5.1 When NCC will not accept responsibility for street lighting on developments where it is considered that there is no highway need, DTC will consider whether it wishes to accept its future responsibility.
- 5.2 Given the cost of maintaining and replacing streetlighting, DTC will only consider accepting responsibility for new lighting if the developer is prepared to contribute to ongoing maintenance and replacement costs.
- 5.3 DTC will also consider neighbouring development lighting, number of lights required, positioning, and budgeting restraints.
- 5.4 DTC will consider for example installing lights opposite junctions to offer some illumination at the areas where there would be more traffic and pedestrian movement.
- 5.4 It will also consider the darker skies policy, which aims to limit the impact of outdoor lighting on the environment and the Council's commitment to reducing its carbon footprint.
- 5.5 The materials used would need to match what DTC currently has installed i.e. ASD LED lanterns.