

Street Lighting PFI

Appendix to item 15
Cabinet 19.01.15

STREET-LIGHTING PFI

A REPORT FROM
THE STREETS & ENVIRONMENT SCRUTINY COMMITTEE

1.

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Croydon Council and Lewisham Council. Committee followed this up by having a guided walkabout of some of the streets in order to see for themselves first-hand what the actual problems were.

The London Borough of Croydon and the London Borough of Lewisham entered into an agreement with Skanska Laing in a 25-year PFI (Private Finance Initiative) street lighting replacement and maintenance contract in July 2011. During the first five years, Skanska aims to replace approximately 38,000 street lights and 8,000 street signs and bollards in both boroughs as part of the Core Investment Programme (CIP). Work also includes the refurbishment of a further 4,000 street lights.

Skanska is responsible for the design, build, finance and operation of the stock



of lighting columns and illuminated street furniture for Croydon and Lewisham for a period of 25 years. In addition, Skanska is responsible for the operation and maintenance of the street lighting stock, including the provision of help desk services and emergency response during the life of the project. Under the contract Skanska provides new improved and energy-efficient street lighting across both boroughs, which aim to directly support better road safety, deliver an improved night time environment and economy and help reduce street crime and anti-social behaviour.

2. EXECUTIVE SUMMARY

The Croydon section of the project has been beset with problems arising from the unique configuration of the infrastructure. **These unique features were expected to be well known to officers and to the contractors as a result of an earlier street lighting replacement programme in 2005-6, which was well planned and delivered on time and to budget.** It is not clear why lessons were not learned from this experience or what due diligence was conducted by the contractor.

There has been a programme overrun, power outages and unsightly stumps left on the streets due to the complications with the unique infrastructure. However, these unique features do not explain the light spillage and light pollution being reported, the badly placed obstructive street lamps or lack of consultation and communication with residents and councillors.

It is not clear to Members or residents where responsibility for the failings of the street light replacement programme lies. UK Power Network is responsible for the network and the replacement of link boxes which enable sections to be turned off in order that the street light replacement programme can be carried out by Skanska. Skanska is responsible for the street lighting replacement programme but needs to work closely with UK Power Networks to ensure that jointing works are carried out. The council, the client in this case, is responsible for ensuring that the contractor delivers the street light replacement programme in its entirety on time, safely and to budget.

There appears to be a lack of urgency on the part of the PFI contractor (Skanska) to resolve the problems as the risk transfer mechanism is ineffective in incentivising performance. Not being paid for being behind schedule does

not put street lights on the street. Contract management at council officer level appears to be ineffective and Member oversight by the Joint Street Lighting Committee appears to be disproportionately too light touch.

The Committee resolved to add a follow-up item on Street Lighting to the work programme and to undertake a walkabout in Addiscombe and Ashburton wards to examine work carried out and identify areas for improvement. The walkabout took place on 4th November 2014 (see **Appendix A** attached to this report).

The following pages provide a summary of the information received and considered by the Committee. A full list of reports and presentations made at the meeting and resulting from the walkabout is given in Section 6 of this report.

3. STREET LIGHTING PRIVATE FINANCE INITIATIVE (PFI)

3.1 PFI Funding

PFI funding is an “off balance sheet” arrangement used to fund major capital programmes and attracts grant funding from central government. PFI is a procurement method where the private sector finances, builds and operates infrastructure and provides long term facilities management. These agreements are intended to transfer risks to the private sector in return for payments over the concession life which is usually at least 25 years. Payment is only made if services are delivered according to the requirements of the concession agreement. Members heard that in this case street lighting services in Croydon and Lewisham were transferred to Skanska Laing, the external street lighting service provider in July 2011, the commencement of a 25-year PFI contract.

3.2 Existing street lighting infrastructure

Members heard that the Croydon and Lewisham PFI differed from other Skanska contracts around the country due to the complexity of the existing infrastructure in Croydon. The Lewisham infrastructure did not have the same complexity.

Members were advised that approximately 70% of Croydon’s street lighting was connected to a dedicated street lighting power supply known locally as the Croydon Central System (CCS) and is switched by the Distribution Network Operator (DNO) UK Power Networks.




The CCS network was installed in the early 1900s solely to provide street lighting. The circuit dates from the early years of last century, when the old County Borough of Croydon was an electricity generator from a power station on what is now the IKEA site. The overwhelming majority (78%) of the street lights were installed in the late 1950s/ early 1960s and lighting columns are now around 40-50 years old, some are older. A further 12% of borough lights were installed 20-40 years ago.

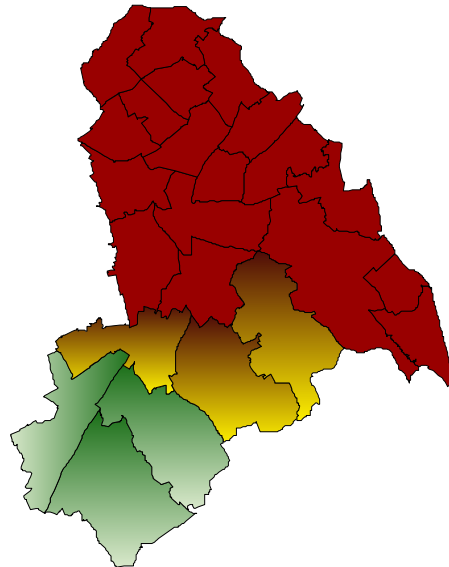
Members heard that due to on-going maintenance problems with the CCS, UK Power Networks has placed an embargo on its re-use and that it is intended that the CCS be abandoned as part of the street lighting programme once all the old lighting points have been taken off it. All new or replacement lighting columns will be connected onto the LV mains network operated by UK Power Networks.

Members were informed that the CCS is a complex Triple Concentric Cable (TCC) main and needs to be decommissioned limb by limb. This means that old stump columns are not removed in some streets following the installation of new columns in order to maintain the network serving the remaining lights on the CCS.

The TCC main has been identified in two thirds of the borough of Croydon – mainly in the north (see map below). To work on the cable UK Power Networks needs to carry out a controlled shutdown and this affects household supplies. The shutdown period is limited to 6 hours (ie. one mealtime) to minimise disruption and this has had an impact on the number of jointing works completed each day. Members heard that this effect on the jointing output has affected Skanska’s ability to achieve its milestone targets.

Croydon Central System and Triple Concentric Cable main location heat map

-  CCS and TCC main above 60%
-  CCS and TCC main 20%
-  CCS and TCC main 10%



The TCC main is shut down through link boxes and this has proved difficult due to the condition of the link boxes, many of which are life-expired. Members heard that UK Power Networks has a link box replacement programme and that it is working with Skanska to align its link box replacement programme to the requirements of the CIP programme.

Members heard that the CCS and TCC main are therefore major factors in programming the works in Croydon, that they are unique to this PFI contract and that bidders had not had a fully understanding of the complexity and scale of non-standard wiring at the outset of the PFI contract.

It was pointed out, however, that due diligence and a programme of street lighting replacement in 2005-2006 should have revealed the difficulties encountered when working with the CCS and the triple concentric cable main, the nature of which made it difficult to work on live. Members pointed out that research and surveys preceding the signing of the contract had revealed early on that the CCS had a high concentration of different types of wiring which was old and in need of replacement. At the meeting on 23rd July 2014, Members expressed their surprise at the fact that this knowledge had not be taken into consideration when putting together the bid.

Members noted that the street lighting in Lewisham is connected to the DNO network and is not therefore affected by the CCS or TCC Main.

3.3 The Street Lighting PFI project

The CIP was prioritised by taking into account:

- Crime levels
- The age and the condition of the stock
- Operational efficiency and lighting levels

The project includes the provision of street lighting including the design, installation and operational maintenance of existing and new apparatus – as detailed in the table below.

Item	Description	@ Service Commencement
1	Lighting Columns – Deemed to comply	4,252
2	Lighting Columns – Non Deemed to Comply	38,039
3	Illuminated traffic signs	6,471
4	Non-Illuminated traffic signs	0
5	Illuminated bollards	1,933
6	Non-illuminated bollards	0
7	Subway lighting points	19
8	Feeder Pillars	100
	Total	50,814

Under the contract, all the existing equipment will be replaced or brought up to modern standards in the first five years, along with the de-illumination of illuminated signs and bollards wherever possible. The equipment will be operated and maintained in a satisfactory condition for the duration of the 25-year contract and then handed back to Croydon and Lewisham councils.

Members heard that each new light could be dimmed or brightened according to local need and that the quality of light to be provided was based on British Standard EN13201 (Part 2). The new (white) lighting was described as being directional and focused on pavements and other areas that needed to be lit. In contrast the old lanterns provided a yellow, glowing light that washed whole areas. Members on the walkabout witnessed the contrast between the old and new lanterns (nb. Lebanon Road and Tunstall Road respectively) and felt the new columns performed well.

A variable lighting policy is under development to cover “dimming and trimming” with the aim of setting out where and when street lights can be dimmed or turned off in the future to save energy. The policy is needed as street lights are important in the prevention of crime and for managing fear of crime and it may be appropriate to turn lights up in the town centre, for example.

Members heard that Windsor columns and lanterns had recently been specified for conservation areas in the borough.

Members asked about the scrap value of the old equipment. They were advised that they were owned by Skanska, and that most columns, being life-expired, were likely to go to scrap. Heritage style columns would be recycled.

It was confirmed that an upgrade of road signage was included in the contract. However there had been a change in regulations in the past three years resulting in an instruction to de-illuminate road signs where possible. Members heard that this might provide an opportunity to make some savings. Members attending the walkabout noted that there were opportunities to reduce street 'clutter' by moving signage to new columns.

During the walkabout it was confirmed that side roads (including un-adopted roads) will be fitted with new street lights if on the inventory.

3.4 Positioning of new columns

Members heard that there was a detailed lighting plan for each street in the borough, that these were designed to minimise the likelihood of obstructive lighting and that the position of columns had been set to meet British Standard lighting levels. When lighting was installed on one side of the street only due to the position of the power cable, the lighting provided met British Standards. Property boundaries were prioritised as the preferred location for new columns as it kept the pavement free for pedestrians and other users.

A local resident highlighted issues with light spillage and obtrusive lighting to first floor bedroom and loft rooms but was given assurances (at the meeting and on the walkabout) that the new lights were more directional and caused less light pollution than those that they had replaced.

Members heard some residents complain that they could no longer clearly see their front door locks as the level of lighting around their homes had been reduced after the installation of new columns.

Members attending the walkabout noted that columns positioned approx. 4m from the front of a house protect the homeowner from obtrusive lighting to loft and first floor bedrooms. Where front gardens are narrow, Members felt that it may be preferable to place column on outside of pavement (rather than the property boundary) subject to equality and access considerations.

Members reported that some columns had been installed in the middle of the pavement, causing an obstruction to individuals with prams or in wheelchairs (eg. Dartnell Road). It was confirmed that columns should not be put in the middle of pavements and that the position of some columns had been changed following discussions with local residents.

Members attending the walkabout saw that tree canopies have resulted in dark and shadowed areas in some places (Northampton Road). Additional columns can be requested but they noted that practical consideration needs to be given as the presence of dropped kerbs, trees etc. limit the options relating to the installation of additional columns.

Members also noted that enforcement against residents is needed where overgrown hedges block pavements and lighting creating dark or shadowed areas.

Members heard that there had been reports of instances where pavements had been blocked by on-going street lighting works endangering pedestrians who had to step onto busy roads to circumvent them and that this also presented a major obstacle to the wheelchair-bound. Members and the public were encouraged to report the location of any such blockages so that they could be addressed promptly.

3.5 Progress to date and project delays

Members heard that the original work programme was drawn up following an open discussion between the councils and the contractors. While the challenges presented by the CCS were recognised, the difficulties presented by the TCC main were not fully understood. Skanska anticipated that 800 columns would be replaced per month.

As of May 2014:

14,207 lighting points had been removed

20,655 had been installed

6,448 lighting points were therefore without a power supply - indicating that the CIP was behind schedule by approximately 8 months.

Members heard that there were approximately 650 column stumps across the borough that had not yet been removed. As of July 2014 some 140 stumps had been removed and a further 53 were scheduled for removal during August. Members heard that hasty disconnection might lead to large numbers of new columns malfunctioning and to further delays.

Members highlighted the inconvenience caused by current delays to local residents and the heightened risk of accidents and continuing fear of crime due to poor lighting.

Work has not stopped in areas where work has been partially completed and the contractor was investing in additional resources to catch up on delivery of the CIP. High level discussions with Skanska and UK Power Networks continued to take place in order to reduce delays to the delivery of the CIP, there have been improvements and it is likely to be delivered 6-months late

based on current forecasts. UK Power Networks could be pressured to push ahead with stump removals but taking stumps out too soon increases the risk of longer shutdowns.

3.6 CIP Performance management and the payment mechanisms

At the meeting on 23rd July, Members requested that further information be provided on the following:

- The cost of the delays to the council, the community and contractors
- The controls and penalties included in the street lighting contract

A summary document was supplied to the Committee for the update meeting on 2nd December.

The Committee heard that the contract has a number of performance standards that are reviewed monthly. Failure to meet these minimum requirements is directly linked to financial adjustments in the payments made to the service provider. Members heard that there is the potential to amend the CIP to take account of changing objectives for the council, such as those relating to safety and security, housing, town centre redevelopment, transport schemes and environmental management and sustainability.

Members heard that the service provider (Skanska) is paid only when schemes are certified as completed. Built into the CIP are contractual key (6-monthly) milestones against which the service provider is measured. These milestones relate to the number of columns replaced and columns removed during each period. In affect the council does not pay for any new installation until it is fully functioning. As a result payments, which should have been made based on planned milestones, had not been paid and were accruing interest for the council.

Contract monitoring has been amongst the best carried out by the council, the contractor has been called to account a number of times and significant payments have been withheld as a result.

Members also heard that the contract could be terminated if three successive milestones were missed and the work was delayed by 18 months. Contractors informed Members that the programme was currently 8 months behind schedule and that they had been paid for 7000 columns less than planned as at July 2014.

Members heard that UK Power Networks and Skanska are looking at opportunities to improve performance and the council is closely monitoring the performance of both parties.

3.7 Programme Recovery Plan

Members heard that as a result of the delays in the delivery of the CIP and associated complications arising from the TCC main, Skanska had produced an improvement plan to address the significant delays in replacing columns.

The improvement plan outlines the steps being taken to recover the programme and it is reviewed monthly.

Members were provided with details of current and forward improvements planned including:

- Pulling the CIP forward in parts of Coulsdon East and Coulsdon West where the TCC main is not present (from year 5 to year 3)
- Providing additional jointing teams from UK Power Networks
- Adding resources to manage UK Power Networks and research new solutions to challenges
- Increasing the number of shutdowns of the TCC main to improve productivity
- Co-locating the jointing project office to improve communication, productivity and supervision
- Bringing in separate teams to remove CCS stumps

Members were also informed that the contractor hoped to work on two fronts simultaneously to make up for lost time and to replace 1000 units a month rather than 800 as originally planned.

Members heard that considering the improvements to date and the improvements currently being considered, the overall CIP is expected to recover and is currently projected to deliver approximately 6 months late.

3.8 Consultation

Members heard that consultation on the delivery of the CIP programme is split into two categories:

- Strategy consultation – comprising meetings between Skanska and the council to discuss and approve the proposed investment programmes for the following year
- Operational consultation – designed to ensure that residents and other stakeholders are aware of works starting and help contribute to the delivery of the CIP with minimum disruption to local communities.

Members expressed their disappointment at the lack of consultation undertaken with residents regarding the installation of new lighting and explained that displaying small notices on the forthcoming installation of new columns on pavements had given residents no opportunity to discuss any emerging issues with the contractor and put forward practical alternatives.

Officers acknowledged that consultation on lighting could be improved. **The communications strategy is being reviewed and there is work underway to move the forward work programme to a better, more visible site on the website.**

In addition, Skanska will use a leaflet drop to affected residents 8 weeks before the column replacement is undertaken, followed by a start notification letter 4

weeks before installation commences. Following a request by scrutiny Members (at the 23rd July meeting), monthly updates are being sent to ward Councillors.

Members heard that positive feedback had been received about the consultation and feedback process between Skanska and residents.

3.9 Contract scrutiny

Members were advised that the contract was monitored through joint committee meetings with Lewisham councillors which took place twice each year. Members felt that these meetings had failed to scrutinise the implementation of the contract thoroughly and effectively.

Members felt that Skanska had not performed well either in delivering the contract or in addressing Members' concerns. Members were concerned the management of risks associated with this initiative had been left with the council rather than Skanska, the organisation undertaking the 'capital replacement' element, and that this was contrary to a key principle of Private Finance Initiatives.

4. CONCLUSIONS

Members of the Streets & Environment Scrutiny Sub-Committee formed the following conclusions at their meetings on 23rd July and 2nd December 2014 and during the street lighting walkabout which took place on 4th November 2014:

- There were issues with the delivery of the Core Investment Programme and the on-going performance of Skanska and UK Power Networks and there was a perception that Skanska was failing to deliver the contract effectively
- That the work programme for the Core Investment Programme had been developed to reduce street crime and anti-social behaviour, better road safety and an improved night time economy and environment in priority order and that to bring wards forward in the programme flew in the face of this
- The decision to allow the contractors to bring forward work from years 4 and 5 (parts of East and West Coulsdon) was a concern as it was perceived that a trail of unfinished work was being left behind as difficult installations were not being completed.

Existing infrastructure:

- Members noted that the Croydon Central System (CCS) and associated Tripe Concentric Cable (TCC) main presented unique challenges to the delivery of the street lighting Core Investment Programme
- However, Members also noted that the street lighting replacement programme in 2005-2006 would have revealed the difficulties encountered when working with the CCS and the TCC main and they were surprised that this knowledge had not be taken into consideration when putting together the PFI bid

- Members acknowledged the need for column stumps to remain in place while cabling was switched from the TCC main to the LV main but felt that this should have been communicated to residents and stakeholders
- Members asked that every effort should be made by the contractor to ensure that access to pavements by pedestrians and other users is not impeded by installation works and said that they should not be impelled to walk in the road

New columns:

- A number of concerns expressed at the meeting on 23rd July 2014 about light pollution and light spillage into bedroom windows had been largely resolved as a result of the walkabout (4th November 2014)
- The new, bright white street lights provide well lit roads and the new lanterns provide a more focused and directed (downward) light than the old lanterns. **Once installed the new street lights were excellent and a huge improvement on the old system.**
- Back shields (where fitted) work well to protect residents from potentially obtrusive lighting into first floor and loft rooms and these can be requested when necessary
- Columns positioned approx. 4m from the front of a house also protect the homeowner from obtrusive lighting to loft and first floor rooms
- Where front gardens are narrow, it may be preferable to place columns on the outside of the pavement, subject to equality considerations
- Tree canopies can result in dark and shadowed areas and although additional columns can be requested by residents there may be practical reasons (such as the presence of dropped kerbs or trees) which prevent this
- Members attending the walkabout concluded that generally residents would benefit from the new lighting schemes

Delays and payments to the contractor:

- Members expressed serious concerns about the delays to the delivery of the street lighting programme due to the CSS and the TCC as these issues would have been known to the council and Skanska in 2006 and prior to the signing of the contract
- **Wards where the work was well underway had roads which were complete, roads where new columns were installed but not lit and roads that had seen no work at all and that Skanska needed to complete this work as a matter of priority**
- Members highlighted the inconvenience caused by current delays to local residents and the heightened risk of accidents and continuing fear of crime due to poor lighting
- Members heard that considering the improvements to date and the improvements currently being considered, the overall CIP is expected to recover and is currently projected to deliver approximately 6 months late
- Members noted that Skanska was paid on results and was adding resource to the programme at its own cost to help address the delays but stressed that the council should not suffer financial loss as a result of the programme

Operational consultation:

- Consultation with residents needed improvement to ensure that residents had an opportunity to share concerns about the placement of lighting columns or other aspects of the work before installation
- Local councillors and MPs should be provided with copies of all consultation materials and other communications about street lighting installations in their ward
- There was now a better understanding about why stumps were left behind, in some instances for a long time, but that the notices on the stumps were not clear enough
- A member of the Committee had reported that his residents had positive experiences of liaising with Skanska, that Skanska had taken on board comments about where columns should be positioned, they were approachable and had listened to what residents had to say

Contract monitoring:

- The Committee was looking for the contractors to deliver what they had signed up to
- Members called for the contract monitoring process to be robust, that all issues relating to the implementation of the contract are detected and tackled swiftly and efficiently

Contract scrutiny:

- Members would look for assurances that the Joint Street Lighting Committee would ensure that its scrutiny of the delivery of the contract was transparent and better than any other
- They felt that the meetings of the Croydon and Lewisham Street Lighting Joint Committee had failed to scrutinise the implementation of the contract thoroughly and effectively and called for improvements to this process
- Members stressed that lessons should be learned from this scrutiny review to ensure that the future scrutiny of other Croydon council contracts yielded positive and tangible outcomes

At the end of Street Lighting PFI review item at the Streets and Environment Scrutiny Sub-Committee meeting on 23rd July 2014, Members expressed their disappointment with the contractor. Members cited the poor quality of the answers given by Skanska representatives at the meeting, and their consternation that it was officers of the council who stepped in and answered members' questions and concerns. The performance of Skanska both in delivering the contract and in failing to address members' concerns led the Committee to conclude that the management of risks associated with this initiative had not been successfully transferred from the council to the contractor.

5. RECOMMENDATIONS

Members made recommendations at the Streets & Environment Scrutiny Sub-Committee meeting on Tuesday 2nd December 2014.

The Committee resolved to:

- Refer its amended report to the Cabinet and the Croydon and Lewisham Joint Street Lighting Committee for consideration and a response to its conclusions and recommendations
- Express its concern that the Core Investment Programme work programme, which had been prioritised across wards in the borough to help deliver better road safety, an improved night time environment and economy and to help reduce street crime and anti-social behaviour, had been amended to bring forward 'easy-to-complete' wards while work in high priority wards had not been completed
- Ask officers to maintain pressure on the contractor to complete street lighting implementation in wards where work was already underway as soon as possible
- Note that the council is effectively monitoring the contract and that Skanska Laing is being penalised financially on an on-going basis for delays in delivering the Core Investment Programme
- Express its concerns about the detrimental effect the delays in delivering the Core Investment Programme is having on residents and that this can be directly attributed to Skanska Laing and UK Power Networks
- Seek an apology to the residents of Croydon from Skanska Laing for the delays and disruption they have caused in the delivery of the Core Investment Programme
- Refer the Street Lighting PFI Contract back to scrutiny for a further up-date and report on progress in 2015/16 with a particular emphasis on seeking information about on-going delays, wards completed, stump removal, joint working between Skanska Laing and UK Power Networks in delivering the street lighting replacement programme and the predicted over-run of the Core Investment Programme
- Note however, that overall the new street lighting, once installed and working, provides an improved and beneficial service to the residents of Croydon

6. SOURCES OF INFORMATION

Information submitted to the Streets and Environment Scrutiny Sub-Committee meeting on 23rd July 2014 is available at the following link:

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kabmenu.pl>

Scrutiny meeting date Tuesday 23rd July 2014

Minute number A8/14 – Street Lighting PFI

Present for the Councillor Sean Fitzsimons (Chair)

committee Councillors Sara Bashford (Vice-Chair), Karen Jewitt, Stephen Mann, Paul Scott, Donald Speakman and James Thompson

Also in attendance

- Councillor Robert Canning, Deputy Cabinet Member for Transport and Environment
- Councillor Andrew Pelling
 - Tony Brooks, Director of Environment
 - Steve Iles, Head of Highways and Parking Services
 - Neville Brandon, John Wrinn and Richard Newnham (Skanska)
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 - Kevin Newham and Angelo Fitzhenry (UK Power Networks)

Brief for the Committee To provide an update on the progress of the Core Investment Programme for Street Lighting PFI (Private Finance Initiative) joint project between Croydon Council and Lewisham Council.

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The information submitted at the meeting on 23rd July 2014 included:

- Agenda Item 8 Report – Street Lighting PFI Update
- Agenda Item 8 Presentation – Street lighting PFI Update

Street-lighting Walkabout date •
• Tuesday 4th November 2014
•

Present for the Committee Councillor Sean Fitzsimons (Chair)
Councillors Sara Bashford (Vice-Chair), Stephen Mann

Also in attendance •

- Steve Iles, Head of Highways and Parking Services
- John Algar, Street Lighting Service Manager
- Paul Burman and Lukonde Kasonde (Skanska)
- A local resident

Brief for the walkabout

- To investigate issues relating to:
 - Positioning of columns
 - Impact of tree canopies on the effectiveness of lighting
 - Delays to connecting new columns
 - Obstructive lighting (into bedrooms and loft rooms) and light pollution

-
- New columns in conservation areas
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Scrutiny meeting date	Tuesday 2 nd December 2014
Minute number	A34/14 – Street Lighting PFI update
Present for the committee	Councillor Sean Fitzsimons (Chair) Councillors Karen Jewitt, Michael Neal, Stephen Mann, Paul Scott and Donald Speakman
Also in attendance	<ul style="list-style-type: none">• Councillor Kathy Bee, Cabinet Member for Transport and Environment• Councillor Robert Canning, Deputy Cabinet Member for Transport and Environment• Tony Brooks, Director of Environment• Steve Iles, Head of Highways and Parking Services
Brief for the Committee	To receive information about: <ul style="list-style-type: none">• The cost of the delays to the council, the community and contractors• The controls and penalties included in the street lighting contract and to make recommendations relating to the Street Lighting PFI Contract.

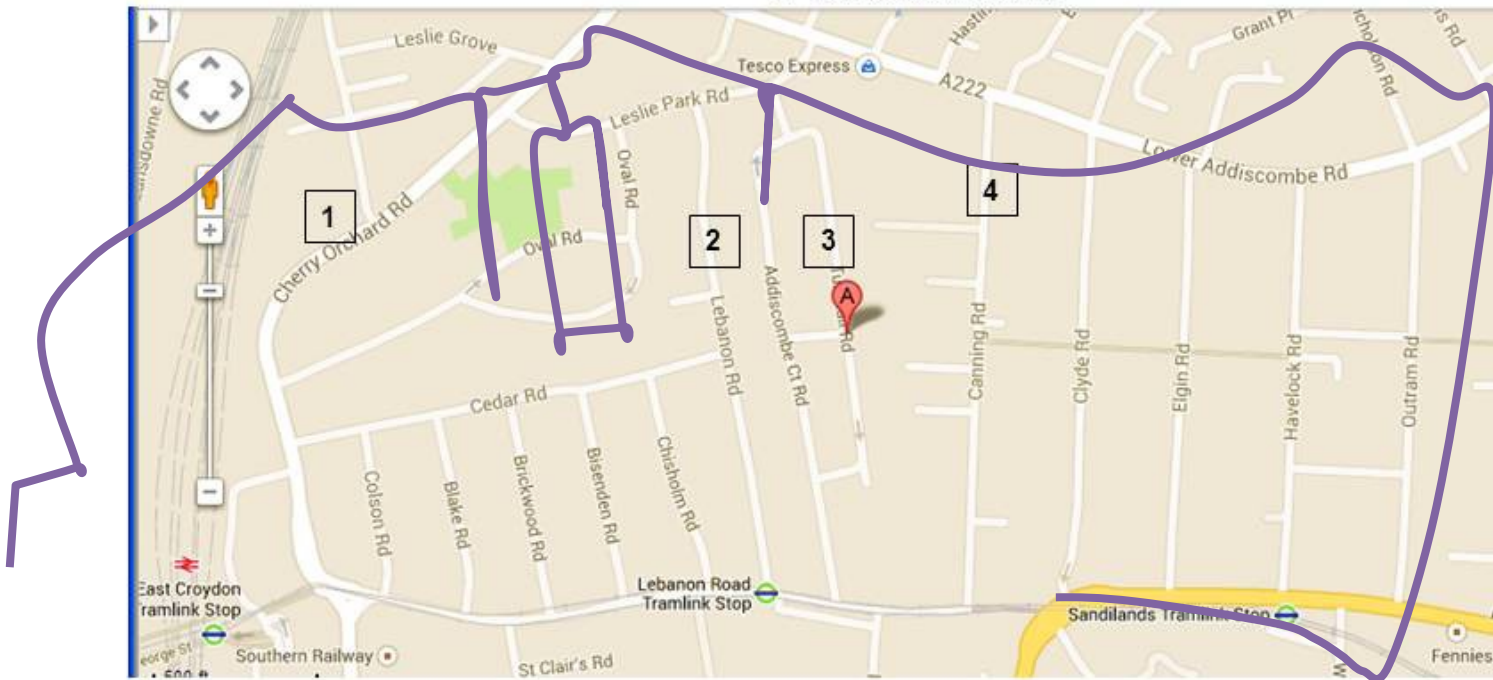
The information submitted at the meeting on 2nd December 2014 included:

- Agenda Item 7 Report – Street Lighting PFI Update topic report and information requested by the Committee

Appendices

APPENDIX A – Street Lighting Walkabout (4th November 2014) Report

STREET LIGHTING WALKABOUT 4th November 2014



1. Cross Road - side roads (including un-adopted roads) will be fitted with new street lights if on the inventory.
2. Lebanon Road - old style lights give off a widespread 'yellow' light and pockets of darkness. Street clutter signage has not been attached to new columns.
3. Addiscombe Court Road/ Tunstall Road – new, bright and white street lights provide well lit roads, back street lights (if fitted) work well to protect residents from obtrusive lighting into loft and first floor bedrooms. Columns placed 4m from the front of a house also protect the homeowner from obtrusive lighting to loft and first floor bedrooms. As gardens are narrow, it may be preferable to place column on outside of pavement subject to equality considerations.
4. Canning Road – conservation area where Windsor style lanterns and columns have been specified.
5. Northampton Road – tree canopies have resulted in dark and shadowed areas. Additional columns can be installed. Practical consideration needs to be given as dropped kerbs, trees etc limit options. Enforcement is needed where overgrown hedges block pavements and lighting.