

**Report to the Cabinet Member for Highways and Transport**  
**Report submitted by: Head of Service - Asset Management**  
**Date: 23 January 2017**

**Part I**

Electoral Divisions affected:  
All

**Street Lighting Life Cycle Plan**  
(Appendix 'A' refers)

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**Executive Summary**

The Highways Asset Management Framework, approved in December 2016, sets out the Authorities approach to managing its assets. For the major asset groups Life Cycle Plans are required to ensure long-term plans for managing an asset grouping are produced with the aim of providing the required levels of service at the lowest whole life cost.

As part of the Department for Transport Self-Assessment process, each authority is required to score themselves against 22 questions and then place themselves into one of 3 Bands on the basis of the available evidence. From 2017/18 onwards only Band 3 authorities will receive their full allocation. Band 2 authorities will receive 90% of their allocation whilst Band 1 authorities will receive 60%.

This street lighting life cycle plan is one of a number of documents currently being produced to support the next self-assessment exercise which is due to take place in January 2017.

**Recommendation**

The Cabinet Member for Highways and Transport is recommended to approve the Street Lighting Life Cycle Plan as set out at Appendix 'A'.

**Background and Advice**

The Highways Asset Management Framework, approved in December 2016, sets out the Authorities approach to managing its assets. For the major asset groups, Life Cycle Plans are required to ensure long-term plans for managing an asset grouping are produced with the aim of providing the required levels of service at the lowest whole life cost.

Lifecycle planning is an important aspect of asset management and involves drawing up long-term plans for managing an asset grouping with the aim of providing the required levels of service at the lowest whole life cost.

Lifecycle plans capture all information relating to the inventory, its condition and performance. They also identify both the short-term routine maintenance needs and long-term capital costs and enable annual spend profiles per asset to be produced. They also enable long-term predictions about the deterioration of various assets and their maintenance needs to be forecast.

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In 2016/17 the County Council assessed itself as being a Band 2 authority and is currently working towards becoming a Band 3 authority by the time the next self-assessment is undertaken in January 2017.

This street lighting life cycle plan is key to the response to Q5 of the Self-Assessment, i.e. 'Is your local authority undertaking lifecycle planning as part of its highway infrastructure asset management?' and is one of a number of other documents currently being produced as part of the self-assessment process.

Life Cycle plans also provide secondary benefits in enabling the 'institutional knowledge', i.e. the knowledge and judgement of key personnel, to be captured and documented, thereby enabling it to be shared and further developed. They also enable the County Council to gather information on the costs for each treatment option and the effect that this expenditure has on performance improvement year on year.

This lighting lifecycle plan captures all information relating to the street lighting service, outlines current policies and procedures, information relating to levels of services, lighting inventory, column condition information, budgetary requirements and performance indicator information. A copy of the Life Cycle Plan is set out at Appendix 'A'.

## **Consultations**

This street lighting Life Cycle plan has been drawn up by the Highways Asset Manager in consultation with Highway Services.

## **Implications:**

The Life Cycle approach is a national approach to highway assets. The Lighting Life Cycle Plan may assist in evidencing the priorities and procedures in defending claims against the authority.

## Financial

This report is one of a number of key reports currently being produced by the County Council as part of the Department for Transport's Self-Assessment process. If not approved, this may affect the evidence that can be considered in support of a particular banding and ultimately whether or not the County Council classes itself as a Band 2 or Band 3 authority, which could affect the level of funding in 2017/18. Not adopting a Life Cycle Planning approach would also mean that the most cost effective approach to managing the asset over its whole life cycle would not be achieved.

### List of Background Papers

Paper	Date	Contact/Tel
Report to the Cabinet Member for Highways and Transport - Highways Asset Management Framework	8 December 2016	Dave Gorman/(01772) 534261

Reason for inclusion in Part II, if appropriate

N/A