

Street lighting maintenance

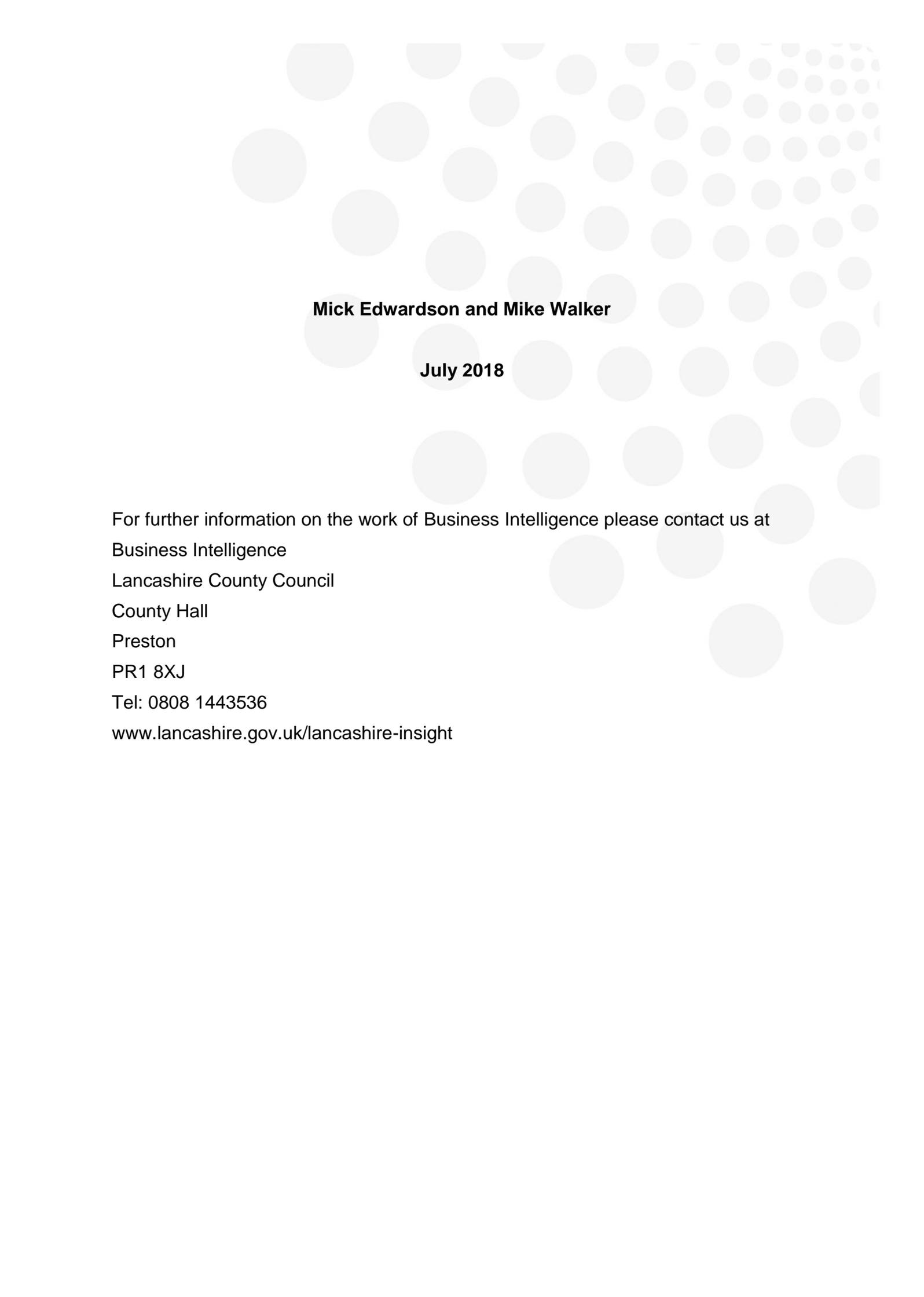
Consultation report

www.lancashire.gov.uk

Lancashire

County
Council





Mick Edwardson and Mike Walker

July 2018

For further information on the work of Business Intelligence please contact us at
Business Intelligence
Lancashire County Council
County Hall
Preston
PR1 8XJ
Tel: 0808 1443536
www.lancashire.gov.uk/lancashire-insight

Contents

1. Executive summary	3
1.1 Key findings	3
1.1.1 <i>Night-time inspections</i>	3
1.1.2 <i>Routine maintenance and testing cycle</i>	3
2. Introduction	5
3. Methodology	6
3.1 Limitations.....	6
4. Main findings	7
4.1 Night-time inspections.....	7
4.2 Routine maintenance and testing cycle	8
4.3 Final thoughts	9
4.4 Other responses to the consultation	9
4. Demographic information	10
Appendix 1	12
Night-time inspections	12
<i>Why do you say this?</i>	12
<i>If this proposal happened, how it would affect you?</i>	16
Routine maintenance and testing cycle	19
<i>Why do you say this?</i>	19
<i>If this proposal happened, how it would affect you?</i>	22
Thinking about these proposals, is there anything else that we need to consider or that could be done differently?	25

1. Executive summary

The consultation questionnaire was available online at www.lancashire.gov.uk. The fieldwork ran for eight weeks between 23 April and 17 June 2018. In total, 99 online questionnaires were completed.

1.1 Key findings

1.1.1 Night-time inspections

- Nearly three-fifths of respondents (57%) agreed with the proposal to cease night-time inspections and three in ten respondents (30%) disagreed with this proposal.
- Of the respondents who agreed with the proposal, 45 gave a reason or reasons why. Respondents generally focused on the fact that LED lights are more reliable and less likely to fail and if they do fail they can be reported by members of the public.
- Of the respondents who disagreed with the proposal 26 gave a reason or reasons why. Respondents generally focused on two issues: night-time is the best time to inspect street lights; and the proposal could reduce the number of working street lights, which is a safety concern.
- Of the respondents who agreed with the proposal 51 gave an answer to the question how the proposal would affect them. Respondents generally responded that the proposal wouldn't affect them and that they would report any issues.
- Of the respondents who disagreed with the proposal 27 gave an answer to the question how the proposal would affect them. Respondents were mainly concerned about the impact on vulnerable people and areas if the proposal leads to fewer working street lights. For example, areas prone to anti-social behaviour could become less safe, and rural roads with reduced visibility could become more dangerous.

1.1.2 Routine maintenance and testing cycle

- Half of respondents (50%) agreed with the proposal to extend the routine maintenance and testing cycle from five to 10 years and three in 10 respondents (30%) disagreed with the proposal.
- Of the respondents who agreed with the proposal 37 gave a reason why. Respondent's reasons generally focused on the fact that, because LED lights last longer, it is reasonable to extend routine maintenance and testing cycle.
- Of the respondents who disagreed with the proposal 25 gave a reason why. Respondents generally commented that 10 years is too long. A few respondents also mentioned that although LED lights last longer the wiring will still need inspecting.
- Of the respondents who agreed with the proposal 51 gave an answer to the question how the proposal would affect them. Respondents generally

responded that the proposal wouldn't affect them and that they would report any issues.

- Of the respondents who disagreed with the proposal 27 gave an answer to the question how the proposal would affect them. Respondents were mainly concerned about the impact on vulnerable people and areas if the proposal leads to fewer working street lights. For example, areas prone to anti-social behaviour could become less safe, and rural roads with reduced visibility could become more dangerous.

2. Introduction

We are committed to providing the best services we can to the people of Lancashire, particularly to the most vulnerable in our communities. However the council's financial position remains extremely challenging, with a forecasted funding gap of £144m in 2021/22. Because of this, we still need to make some difficult decisions in order to make further savings.

We are asking for your views on some proposed changes to the services we provide around street lighting. We have been replacing our street lights with LED lights that are expected to work more reliably for around twenty years. They will last much longer than the traditional lamps we previously installed across Lancashire. With these new LEDs being used across our county, we will not need to check and fix our lights as often.

We currently carry out routine inspections when it's dark in every street where we are responsible for maintaining street lights, illuminated signs and/or bollards. We try to visit once every fortnight between October and March and then every month for the rest of the year. As well as the reports currently received from our night inspections, we also receive information from members of the public who notify us through our Customer Access Service, our online 'Report It!!' tool and other sources.

Having taken all of this into account, we are proposing to stop carrying out our night-time inspections. We are also proposing to start carrying out our testing of street lights and illuminated signs on a 10-year cycle rather than every five years.

As well as the routine testing, we would still be carrying out maintenance, as and when faults are reported to us and we would continue to aim to respond to initial reports of faults within five days as we do now.

3. Methodology

The consultation questionnaire was available online at www.lancashire.gov.uk. The fieldwork ran for eight weeks between 23 April and 17 June 2018. In total, 99 online questionnaires were completed.

The main section of the questionnaire asked respondents eight questions covering two topics: night-time inspections, and routine maintenance and testing cycle. The proposals were outlined and then respondents were asked: if they agree or disagree with the proposal, why they agree or disagree with the proposal, and how the proposal would affect them. Respondents were also asked if there was anything else that they think we need to consider or do differently.

The remaining questionings asked for information about the respondents. For example, if they are a Lancashire resident.

3.1 Limitations

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

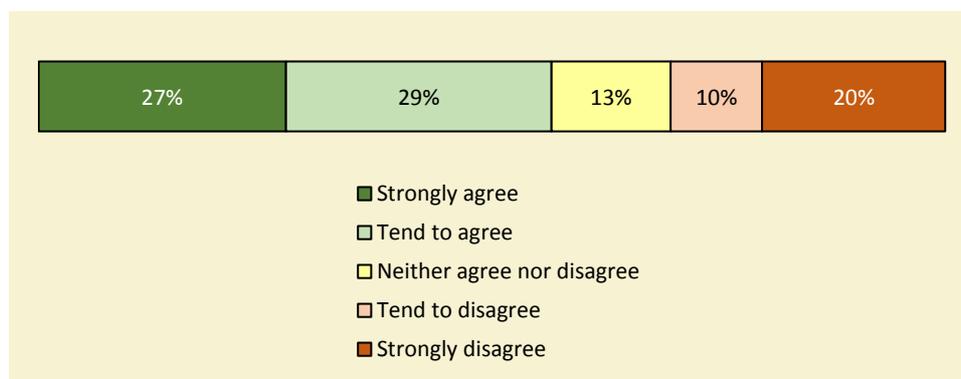
4. Main findings

4.1 Night-time inspections

Respondents were first asked how strongly they agree or disagree with the proposal to cease night-time inspections.

Nearly three-fifths of respondents (57%) agreed with the proposal to cease night-time inspections and three in ten respondents (30%) disagreed with this proposal.

Chart 1 - How strongly do you agree or disagree with the proposal to cease night-time inspections?



Base: all respondents (99)

Respondents were then asked why they agreed or disagreed with the proposal to cease night-time inspections. Respondent's comments can be found in full in appendix 1. A brief summary is given below.

Of the respondents who agreed with the proposal 45 gave a reason or reasons why. Respondents generally focused on the fact that LED lights are more reliable and less likely to fail, and if they do fail then members of the public can report them.

Of the respondents who disagreed with the proposal 26 gave a reason or reasons why. Respondents generally focused on two issues: night-time is the best time to inspect street lights; and the proposal could reduce the number of working street lights which is a safety concern.

Respondents were then asked, if this proposal happened, how it would affect them. Respondent's comments can be found in full in appendix 1. A brief summary is given below.

Of the respondents who agreed with the proposal 51 gave an answer to the question how the proposal would affect them. Respondents generally responded that the proposal wouldn't affect them and that they would report any issues.

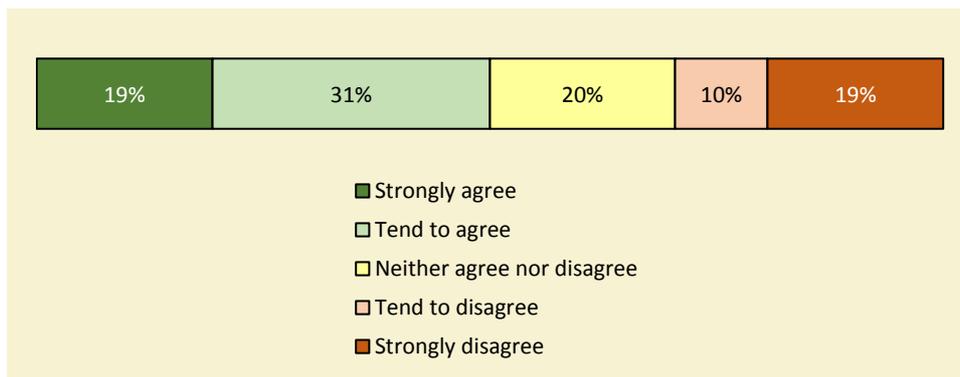
Of the respondents who disagreed with the proposal 27 gave an answer to the question how the proposal would affect them. Respondents were mainly concerned about the impact on vulnerable people and areas if the proposal leads to fewer working street lights. For example, areas prone to anti-social behaviour could become less safe, and rural roads with reduced visibility could become more dangerous.

4.2 Routine maintenance and testing cycle

Respondents were then asked how strongly they agree or disagree with the proposal to extend the routine maintenance and testing cycle five to 10 years.

Half of respondents (50%) agreed with the proposal to extend the routine maintenance and testing cycle from five to 10 years and three in 10 respondents (30%) disagreed with the proposal.

Chart 2 - How strongly do you agree or disagree with the proposal to extend the routine maintenance and testing cycle from five to 10 years?



Base: all respondents (98)

Respondents were then asked why they agreed or disagreed with the proposal to extend the routine maintenance and testing cycle five to 10 years. Respondents' comments can be found in full in appendix 1. A brief summary is given below.

Of the respondents who agreed with the proposal 37 gave a reason why. Respondent's reasons generally focused on the fact that because LED lights last longer it is reasonable to extended routine maintenance and testing cycle.

Of the respondents who disagreed with the proposal 25 gave a reason why. Respondents generally commented that 10 years is too long. A few respondents also mentioned that although LED lights last longer the wiring will still need inspecting.

Respondents were then asked, if this proposal happened, how it would affect them. Respondent's comments can be found in full in appendix 1. A brief summary is given below.

Of those respondents who agreed with the proposal 42 gave an answer to the question how the proposal would affect them. Respondents generally responded that the proposal wouldn't affect them and that they would report any issues.

Of those respondents who disagreed with the proposal 24 gave an answer to the question how the proposal would affect them. Respondents generally expressed concerns about the issues that might arise if street lights aren't working.

4.3 Final thoughts

Respondents were then asked us if they think there is anything else that we need to consider or that could be done differently. 72 respondents provided a response to this question. A brief summary has not been provided as there were no clear themes. However, all comments can be found in appendix 1.

4.4 Other responses to the consultation

We also received one email response to the consultation, which included the following comments.

"This consultation effectively places greater emphasis on members of the public reporting the faults that they see. It seems to me to make sense to tell members of the public how they can easily report such faults but there is nothing in the consultation invitation to say how it can be done."

4. Demographic information

Table 1 - Are you responding to this proposal as a...?

A Lancashire resident	74%
An employee of Lancashire County Council	3%
An elected member of a Lancashire district council	8%
An elected member of a parish or town council in Lancashire	31%
A member of a voluntary or community organisation	11%
Other	11%

Base: all respondents (96)

Table 2 - Are you ...?

Male	62%
Female	33%
Prefer not to say	5%

Base: all respondents (94)

Table 3 - Have you ever identified as transgender?

No	91%
Prefer not to say	9%

Base: all respondents (92)

Table 4 - What was your age on your last birthday?

20-34	6%
35-64	52%
65-74	19%
75+	14%
Prefer not to say	9%

Base: all respondents (95)

Table 5 - Are you a deaf person or do you have a disability?

No	80%
Yes	10%
Prefer not to say	11%

Base: all respondents (94)

Table 6 - Are there any children or young people in your household aged under 20?

Yes (including expecting first child)	25%
No	66%
Prefer not to say	9%

Base: all respondents (96)

Table 7 - Are there any disabled children or young people aged under 25 in your household?

Yes	2%
No	89%
Prefer not to say	9%

Base: all respondents (96)

Table 8 - Which best describes your ethnic background?

White	80%
Asian or Asian British	1%
Mixed	3%
Prefer not to say	16%

Base: all respondents (93)

Table 9 - What is your religion?

Christian (including CofE, Catholic, Protestant and all other denominations)	53%
Buddhist	1%
Muslim	1%
Sikh	1%
Any other religion	1%
No religion	24%
Prefer not to say	18%

Base: all respondents (94)

Appendix 1

Night-time inspections

Why do you say this?

Respondents who strongly agree and tend to agree with the proposal

There may be a requirement to monitor lighting on less well-used routes, where there is more through traffic and fewer residents to report problems
Provides the necessary cost savings. It puts the onus on individuals to report any problems which, in turn makes people put more thought in to the environment in which they live.
I don't think there's anything wrong with waiting until people report the outage
Residents can report problems via Paris, Ward County councillor or direct
If you have an effective reporting system and LED lighting I'd have thought this would be an unnecessary and costly duplication of effort.
I think that the LED technology in the new lights provides a level of reliability that does not require regular checking. If a light fails the local residents will most likely inform LCC in which case LCC can perform a repair.
I sympathise with your monetary problems and see that you have many difficult decisions to make. Street lighting is very important but with new technology I am sure that your proposal will have little noticeable effect on the general lighting aspects for the public.
If a light is important then someone will report it. Many streets aren't lit including mine and we have few problems. Perhaps reduce the frequency or concentrate on inspecting key routes only.
General observations can be made by Parish Councils and members of the public. However, it is imperative that LCC then promise to act upon the referrals.
I believe most lights are reported by the public. I laughed when I read that LCC inspect fortnightly during October - March period.
The public and councillors can report problems online.
If the decision is based on fact then it makes sense
There is a reporting mechanism in place to notify you of any problems.
Seems like a pointless job if members of the public are also reporting the faults
It seems to make sense to rely more on members of the public reporting problems, this would have a saving, some of which could be used on repair costs
When Led lights have been fitted there should be no need to make night time inspections. I would then strongly agree to this question when ED lighting is fitted.
More efficient lighting does not require near constant inspections.
Cost reduction.
It will help to save a huge sum of money as the inspections are no longer necessary
We have far too many street lights. Light pollution is a major problem. Reducing checked maintenance is also a very good way to save money. People will tell the council if a light is not working.
LEDs are more reliable.
Working practices need to be changed to reflect changing technology otherwise the investment in that new technology doesn't produce all the benefits it should.
Led lights are more resilient and reliable
LED lights are known to be far more reliable and hence it makes sense to reduce the inspection frequency. This should perhaps be reduced rather than stopped altogether. I would continue the inspections on those streets that have not been converted to LED.

LED lamps are very reliable, the weak link will probably be the wiring and the hardware
I feel that these could be discontinued and LCC could depend on residents contacting them with any faults in the system
I think in the circumstances the general public should be the ones to report issues with faulty lighting. However I have to provisos. Firstly if this goes ahead then sufficient publicity needs to be given explaining what to do and most importantly all different means of reporting should be made available to do so. Then when issues are reported they should be attended to in a timely manner and a reply given to the person or people who made the report(s).
I think this is unnescessary. Modern LED lighting is more relaible and there are plenty of options for residents to report faults.
I believe there is tooo much street lighting anyway and having 1 light out of a full street hardly impacts the night time lighting and can therefore wait till another time.
Presumably running these checks at night is more expensive than doing the same operation during normal daytime working hours. Even if the lights have to be turned on, to check they are working correctly.
This is based on the assumption that they are becoming increasingly less useful as traditional lamps are replaced with LEDs. But there needs to be associated publicity so that people are more aware of how to report problems. Perhaps there should be a sticker on every lamp post with details of how to report.
If the LED lights are as reliable as is claimed then there should be fewer bulbs needing to be replaced. It will save time and resource for other more pressing services; pot holes!
Catterall Parish Council fully understands the reasoning behind why these cuts have to be made and supports LCC in this comprimise.
Rely on neighbour feedback and local authorities.
We understand the budget driver to make savings and recognise this proposed action minimises impact for local residents
The report it system works.
With LED lights less or no maintenance
New lights should be more reliable and as long as the reporting system is easy to use and responded to the public should play a part. The exception should be non-residential roads since people are less likely to report these.
I didn't even know that this happened. It is so easy to report faults now
Clearly, night inspections are the best way of identifying defects. However, if there was a dedicated easy way such as a dedicated phone line or message system for the public to notify defects, the job would be done by the users at no cost.
It is probably a better use of officers time to deal with street lighting faults on a reactive basis.
In this part of Lancashire many faults persist for months and years, even on main roads, until self-reported. So I cannot see any evidence that night-time inspections have added any value.
Barrow Parish Council supports the business case made for ceasing inspections and believes the proposal will be cost-effective moving forwards with increased use of LEDs and self-diagnosis.
Agreat deal of electricity is wasted at night-time. Also street lighting can pollute the skies.
if there is sufficeint traing of the public on who to report faults to and esentially reason for not being able to attend to servicing the fault.

Respondents who neither agree nor disagree with the proposal

NOT SURE WHAT VALUE THEY ARE
Realise that finance is important, but when there are no lights is when repair is needed!

The consultation does not state what financial savings the proposed changes would result in so I cannot say if I agree or disagree with the proposal.

With the financial mess created by the Government for Lancashire, it is important that we protect services for the young, elderly and vulnerable. Lighting faults can be reported by members of the public.

A number of lights on major roads appear to be lit day and night. Blackpool road usually has one or two. This fault would not be noted at night so a daytime inspection should suffice but plainly it does not as these lamps continue burning for weeks

Not enough info on the work carried out during testing to decide if safety would be compromised.

I cannot provide a better answer on the information provided. I would like to know how often lights are found to be not working through night-time inspections and how often through the public reporting.

It is very difficult to make a judgement on this because you have provided no information about the value (in terms of numbers found or reported) of the current inspection regime compared to other sources of information and reports about 'problems', mainly lights-out presumably. Certainly it seems quite extravagant to check if street lights are on 18 times a year (if the information has been understood correctly) and it is surprising that this has not been reduced before now. However, changing from this regime to ensuring only once in ten years that a lamp is working and safe seems a very significant and risky step. This might be difficult to justify, particularly if LCC became involved in enforcement of safety legislation following a possible breach. It is assumed that all statutory requirements and Health and Safety Executive Guidance has been taken account of in preparing this proposal. It would be helpful to know the proportion of faults identified from night time inspections compared to those reported by members of the public, parish councils and other bodies. This would have enabled more meaningful comments. It is assumed that 'emergency' reporting due to traffic accidents etc would not change at all.

Respondents who strongly disagree and tend to disagree with the proposal

This is a safety issue! What if an elderly person were not to see a pothole in the pavement (there are many) and fell and fractured their hip? This proposal would affect the most vulnerable people that you are supposed to protect. LEDs are more reliable and whilst I don't agree with reduction of night time inspections, if you really have to then think about decreasing the frequency in relation to the reliability rather than stopping altogether. This is a ridiculous idea!

I feel safety will be compromised and being a regular user of the online reporting system do not have confidence faults will be dealt with in a timely manner.

It is only when it is dark that the you can tell if the light is fully illuminating an area

Although there do seem to be a lot less faulty streetlights around these days largely due to the reliability and low power demands of LEDs some night time inspection would seem to be necessary just to ensure general public safety especially in areas of risk. campaigning to get the public to report issues, as you know, isn't too effective. Even a six monthly inspection would be better than none at all and, possibly council staff and politicians could be encouraged somehow to watch out and report or even do formal reporting locally to them.

I feel it is important to the community that LCC is aware of problems which may occur at night.

Night time is the best time to check street lighting is working properly

It's when lights are in action. So imperative they continue

In rural areas it is so important to ensure lighting is working correctly, these areas require constant inspection and repair for the safety of those individuals who are vulnerable and the the safety of road users whether that is by car, foot or cycles.

Residents are quick to report that a street light has gone out so no need for LCC inspections

It will inevitably lead to a slower identification of failed lights and so presents a road safety risk.

This is the best time to check lights! Obvious!
I would like to raise awareness that the light from LED street lighting makes some people extremely ill. This type of lighting, especially on main roads is extremely intense, glaring and blue. it is very problematic in the first place. if it goes wrong in any way it is likely to be more so and this needs to be monitored and observed.
streets are not very light already. Broken lights left until reported would be an additional danger. Crime is going up, especially burglary.
you can only check lights for brightness when it is dark
The replacement of traditional street lighting by LED lights has been a very bad move. Streets that were previously adequately lit are now more reminiscent of the blackout during World War Two, with the brightness of the lighting reduced by at least 50%. Women in particular fear using the streets during the hours of darkness, which in winter can mean when they are setting off for or returning from work - they are frightened of attack as someone could be hiding in the shadows. The dimly lit streets are also well below standard on health and safety grounds as people, especially the elderly, can't see clearly where the kerb is or whether there are tripping hazards in the road and/or pavement. On many narrow terraced streets, cars have to park half on the pavement on both sides of the road, otherwise no traffic could get through. The dim lights make it more dangerous to walk along these streets. If the Inspectors were to go out at night they could see these streets for themselves and seriously consider whether they would think it safe for their grandma or teenage daughter to walk along the streets unaccompanied after dark.
Some degree of inspections are needed as street lighting is also important for road safety. I drive through several villages and the initial entry to a village is often well lit, but when lights are out, especially where there are bends or poor line of sight visibility it makes it more dangerous. relying on good will to report outages is not sufficient.
To make sure the lights are not too bright and glaring which may cause accidents and that they are fully shielded so that the light goes down to where it is needed not up into the sky and been wasted. And that they are of the proper temperature 3000K or less 2700K is best. LED lights which are too Blue are bad for the environment and peoples health.
Agree only after the LED bulbs are in place otherwise it's probably needed
How else are you going to easily discover whether the street lighting is serviceable or not, if not done at night?
I find the new lighting poor and inadequate, if a light goes out then there will be no light at all in my cul de sac
Members of the public will generally report issues that directly affect them. They will not be looking for other issues with regard to safety with lighting units. There is also a requirement to maintain lit signs. Night time inspections will form part of the regular, or periodic testing of lighting units. This visual inspection is the first stage in the duty of care that LCC have to their residents, especially more vulnerable residents and vulnerable road users.
On safety grounds as the majority of the community either do not know how to report online or are unlikely to do so.
As a facilities management operative working under zero tolerance health & Safety, I understand that the move from 5 to 10 years inspection will greatly reduce standards of care for the whole community. LED or not, this change does not reflect the life of the units involved. Disgraceful neglect. Even my private company would not stoop so low.

A thorough risk assessment should be made before the implementation of this change. It must consider: areas with large proportions of vulnerable or elderly residents for whom internet access is limited or otherwise not available particularly hazardous routes (such as those with cobbled stones, steep steps, or in areas of leafy trees) where the risk of slipping is high areas still using older lamps (where the reliability clearly isn't affected by the installation of LED lights elsewhere) I would argue that routine inspections should continue to be made in those areas. Further, if there were a reduction in the routine checking, there should also be an improvement in the stated response times for putting right defective lamps. Whilst the online report it tool is often lauded as the perfect money saving, I'm not at all convinced that all reported defective streetlights are assessed within 5 days, even if that is the stated aim - certainly, highways defects are not fixed in anywhere near 5 days.

Because the night time environment cannot be adequately assessed in daylight

some people may not be aware of how to report faulty lights therefore allowing streets to become too dark to be safe

If this proposal happened, how it would affect you?

Respondents who strongly agree and tend to agree with the proposal

Not at all
It may cause problems when driving at night, particularly in the case of breakdown on a country road where maintenance has not been done as problems have not been reported. In terms of my local lighting, as long as action was taken promptly when reports were made I anticipate no problem
It wouldn't.
it wouldn't.
No
It wouldn't.
I don't think it would affect me. If any of the lights in my street stopped working I would inform LCC through the appropriate channel.
No idea
Not at all, our road (Spa Lane) isn't lit, we quite like it.
How would I know?
Save me and the council money. I always thought this was never carried out to a reasonable standard anyway.
Not at all
Not at all
As long as the public are aware of how to report a problem then OK
It wouldn't
It wouldn't affect me as far as I can tell.
It would probably make me more proactive in reporting issues. Other than that, it probably wouldn't affect me.
Providing lighting on main roads is always working there would be no problem with non night inspections.
Very little if at all. I would report failures in any street lighting to ensure public safety.
Doubt it would
Not at all
It would not.
It wouldn't. People can report if a light isn't working.
It wouldn't.
Not at all. I'd just like LED street lighting in our street.

It wouldn't, I'd report them via Report It.
Not sure I would notice the difference.
Not at all
Non whatsoever
I would ensure that I reported any faults in my area (which I do anyway)
Not at all
Likely in no way as long as the maintenance is done as reported. I have reported issues in the past and found them to do resolved fairly promptly.
Not at all
minimal affect upon us
It wouldn't...If a light is out the public can report it and take more responsibility for their local areas instead.
I don't think it will affect me.
I don't see how it is possible to answer this question without data on the current efficacy of inspections, and how many faults are being picked up and remedied before residents complain. I am a local councillor so I might expect to receive more complaints about street light outages, although I get very few as it currently stands.
It wouldn't affect me at all
It would not.
I don't feel that it would affect me.
Residents may contact the borough council's out of hours service - if the change is not adequately communicated. The action taken by LCC needs to ensure the impacts is minimised for other agencies.
It wouldn't
No effect
Limited impact, although would require me to report street lighting which had failed.
It wouldn't
Temporary loss of a single lamp has minimal effect as there are normally sufficient other lamps nearby to keep the road / footpath safe
Probably very little as the Parish Council are always keen to report faults as they arise
No effect.
Barrow Parish Council already frequently uses LCC's 'Report it online' systems to report faults and will continue to do so. It is hoped that any effect will be minimal.
Not at all
having to curtails night time activities.

Respondents who neither agree nor disagree with the proposal

It would probably not have a big impact on me.
Not at all
Will use the website to report any lights that are not working
IT WOULDN'T
Would not like it!
It would not affect me much. I would report lighting faults via your website
Very little.
It would only affect me if I was in an unfamiliar area and street lights were out.
It would not as such inspections do not appear to identify problems
I doubt it would affect as long as when faults were reported they were dealt with promptly.

I use footpaths near to my home that are not along roads. I am concerned that these may not be reported if lights are out. However, if I know what the reporting procedure is I can report them myself.

As a Parish Council, we would have to become even more vigilant in reporting faults using the well-established and well-managed fault reporting systems. We already report faults quickly, as and when they arise. Some members report faults outside our parish, particularly when there could be danger or if the faults have existed for a long time. We know from experience that the current response to faults is generally good. With increasing reliance on communities and parish councils to report faults (and, hopefully, other bodies too), a change in culture will be necessary together with greater engagement with parish councils in rural areas and community groups in urban areas. Perhaps this should start early in the formal education process too. As road users, we are concerned that the new process will lead to lights being out for longer, at least initially, and a major public information exercise would be required.

Respondents who strongly disagree and tend to disagree with the proposal

It most likely wouldn't affect me much. I am more concerned about the most vulnerable people such as children or the elderly that are more likely to walk on pavements where reliable lighting (street lighting and road signs) is essential for their safety.

I feel my safety and those of other vulnerable road users would be unnecessarily compromised.

If a light is not working efficiently under the viaduct in Knotts lane in Colne BB8 then there will be a return of antisocial behaviour in that area

the basic possibility of lights being out, especially in 'at risk' areas of high traffic risks and/or the archetypal 'dark alleyway'. lack of street lighting on roads would also increase the danger of hitting those cyclists who insist on wearing dark clothing, with no lights and taking no heed of traffic regulations at night.

It would possible affect more vulnerable people and not myself in directly.

Working street light s help people see in the dark and help us all feel safe

I have vulnerable residents who rely on street light as comfort and if they are out it will cause then stress

I live in a rural area and the little lighting we have helps the community feel safe and ensures the country lane is lit for the all that use it. I need to walk down this lane and would feel vulnerable if it was not lit, or did not work correctly

Not at all

The streets are bad enough as it is, full of pot holes, and not actually adequately lit as it is. If you cease the night time inspections, there will be more failed bulbs, the streets will be darker, we won't always be able to safely see the road and the potholes and there will be damage to cars and accidents, and any of that could happen to me.

Nobody knows until a light or more fails somewhere that you may be passing and it affects your safety on foot or in a vehicle. Not a lot of help if you have to report an accident or violent incident already happened. This because inspections were stopped and no member of the public bothered to report it.

LED street lighting is a huge migraine trigger for me and any exposure to it can leave me ill for many weeks. Since the installation I no longer go into the town centre after dark which has clearly impacted hugely on my ability to live my life. Therefore a more immediate concern personally is LED street lights left on in the day, which I feel need to be checked also. I am already excluded from the street at night but if LED street lights remain on through the day I am also made ill from leaving my house in daylight hours. This situation is intolerable and I feel will be made worse if the County Council team stops checking the proper functioning of the street lights. Moreover, the street lighting team at Lancashire County Council have listened to my plight and responded to my situation. I fear hugely that any reduction in the team means there will be less ability to look after me and others made ill by this type of lighting. Street lighting is a health and social exclusion issue and it is important that there is a team of people who can address the needs of Lancashire residents in this regard.

In winter I would feel less safe. I was knocked down in December last year - no major injuries but slowed down and shaken.
I would have to do myself and report any faults or light failiar
Defective lights wouldn't get fixed because the Inspectors wouldn't be out at night when all the lights are supposed to be working and be able to pick out the ones that weren't. If some lights were out, the health and safety of older residents such as me could not be guaranteed. Thanks to the poor quality of the LED lights, the streets are far too dim anyway, even when all the lights are working.
It would make the roads more dangerous.
With what I said in the last page. If nobody inspects the lighting how do you the council know if any thing is wrong or not working correctly.
The lights are considered helpful and it is good they are maintained
This could result in poor lighting in areas that are non-residential and lead to potential safety issues i.e. on traffic routes were the units are not easily identified when passing at speed.
Live in a semi-rural setting where it can be pitch-black at night on some roads. Dangerous to walk.
Stated previously ,I would feel insecure
There is a possibility that light units on footpaths in the area may not be lit. Although you say the LED lights are more reliable, they still rely on external controls such as timers and light sensitive devices that operate them. Given that street crime is increasing, as is acquisition crimes are increasing, it would be vitally important that the majority of elderly folk that live in my ward feel that the lights are routinely inspected. As we fully know, pot holes and poor pavement surfaces are increasing. I would also add that night inspectors also are an additional pair of eyes around neighbourhoods
How the hell would I know. I expect the council to do a job for which I pay a hell of a lot of money.
Darkened streets. Less confidence to travel after dark. Especially as a lone women. Confidence would decrease considerably. How could I leave the house in a vehicle or on foot? There are no ploice to call any more!
I would be concerned about personal safety should defects which are reported, go unfixed for longer periods of time as a result of the change. It does not take long for criminals to notice that lights are out and make opportunistic use of the increased cover of darkness.
The level of service provided would have been reduced with no commensurate reduction in cost
I will feel less safe in my own town if street lighting isn't repaired.

Routine maintenance and testing cycle

Why do you say this?

Respondents who strongly agree and tend to agree with the proposal

Given the transition to LED lighting which are much longer lasting, this makes a lot of sense.
I would have thought that maintenance cycles are set by life expectancy and providing LED lighting is installed this should in theory extend the maintenance and testing cycle.
the use of LED lighting should make this viable although care should be taken to allow for a shorter cycle if it proves necessary
LED lights are reliable enough to last at least 10 years.
Suggest recent developments in lighting technology out weigh the lengthening of the maintenance period.
Modern technology does not need it anyway
The impact will be more minimal
The new type of lighting should require less maintenance.
See my previous answers

There is a way to report faults. Provided it is an efficient process and you respond quickly to reports of problems
Doubling the inspection time does seem too long but would suggest every seven years. This time could be on a trial basis and reviewed after seven years.
As stated previously. LED lights do not require to be under near constant inspection. Reducing the inspection cycle make complete sense.
Again cost reduction
As LED bulbs are less prone to failure than previous bulbs, it would make sense to increase the testing cycle.
It's enough
See my answer to Q1.
Have to make savings somewhere and if a local was worried about a light they could call up maintenance.
Due to high reliability
If LED lighting is longer lasting and more reliable then I can see that it is possible to extend the maintenance period
Modern lighting is more reliable and doesn't need frequent maintenance
With increased reliability and lower power usage the lights should last much longer and not need as much maintenance.
AS mentioned LEDs last longer and any non routine faults can be reported by the public
This is just a common sense way to deal with routine maintenance which should reduce with the new style bulbs
With the introduction of LED lights the life of the bulbs should be extended to allow this to happen.
Only after LED's are in place
Subject to upgrade to LED and a robust approach for reported unplanned repairs.
Report it works
Again LED less maintenance and faulty lights would be highlighted in communication channels
Seems reasonable, assuming it would be changed if the ten yearly cycle was found to be inadequate.
If the performance data of the existing LED lamps which have been in use for a period of time supports this, then I would support the change. This data should be put into the public domain in order that the public can judge for themselves whether this change is appropriate.
If the new lighting systems are more reliable, they'll need less maintenance
Modern LED lamps are more reliable and extending the maintenance period is a logical step
It makes sense with the extended bulb life of the new led bulbs
New equipment should be more reliable. Online fault reporting by public will alert LCC to any problems that develop in interim.
Barrow Parish Council supports the business case made for ceasing inspections and believes the proposal will be cost-effective moving forwards with increased use of LEDs and self-diagnosis.
A more efficient "as and when needed" response team to light outages would be an improvement if resources could be used in this way.
subject to the replacing the 5year plan with more low cost highly reliable equipment, which will ensure a sustainable service

Respondents who neither agree nor disagree with the proposal

The longevity of the LED bulbs would need to be monitored before a decision was made. Domestic LEDs do not always live up to the manufacturer's claims
I acknowledge LED lighting is more reliable and has superior longevity than traditional lighting. If there is clear, unequivocal scientific evidence to support this, with the LED lights that you use then this makes sense. This should only be done if the manufacturer of the LEDs used give a guarantee for ten years.
I am unaware of the impact that ten years would have
The consultation does not state what financial savings the proposed changes would result in so I cannot say if I agree or disagree with the proposal.
It depends on how often a problem is found on the five yearly inspections. If a problem is rare, then moving to ten years is fine. If frequent, then maintain the five year intervals.
I cannot know the effect.
I don't feel qualified to answer this question not knowing anything about street lights and what regular maintenance is recommended / required.
As far as the public are concerned a street light is either working or not and have little or no knowledge about required maintenance
This is a decision that would take the period of time proposed before any benefit could be measured and the viability of the time scale tested
I have not got sufficient knowledge to know what the optimum time period is.
Putting this routine maintenance plan on a longer gap duration should be backed by statistics that show this will NOT lead to more fault / breakdown call outs, which may be more costly in the long run. The current preventative maintenance may well be money well spent, in preventing more serious problems, that would occur between the 5 & 10 year period.
This is a technical matter associated with reliability, so is impossible to answer without more information.
If LED lighting is used then it will last longer, notwithstanding that not all LED lighting is as good as its cracked up to be. I have had LED go on me after a relatively short duration.
Will depend on the quality of the lighting

Respondents who strongly disagree and tend to disagree with the proposal

Safety would be compromised and alternate systems are not reliable enough.
Too long an interval.
It is too long a gap. Street lights need to be checked at least every 5 years.
10 years is too long.
This is nonsense by extending maintenance to 10 years your playing god with our safety
I think 10 years is too large a gap
It's just kicking the can further down the street
By increasing the testing cycle I am worried defects would not be detected and therefore lighting of a country lane could put the community and road users in danger
You haven't rolled out the LED everywhere. Even when you have, you need to check it's working as hoped.
Does this comply with the wiring regs (BS7671)? I thought it was a requirement of this British Standard that electrical installations must be maintained up to a maximum of every 5 years. Therefore the 10 year maintenance would not comply with these regulations.
As above

too long a gap - likely to have more breakdowns.
This is still new technology and needs to be monitored
10 years seems an awful long time between routine maintenance and testing.
Ten years is a very long time. There would be more "one-off" complaints about defective lights, which could be more expensive in the long run. Also, if fixing the lights was down to resident complaints, many people are unaware of who is responsible for maintaining the street lights and wouldn't know where to complain to, with the result that the lights wouldn't get fixed at all unless a Councillor was made aware of the situation and put in a complaint.
Thou they say that these LED lights last a long time many do stop working after 5years off operations.
Is it good working practice to leave structures with no form of inspection or testing for 10 years?
Street lighting runs on 240 volts. I have to inspect my own electrics every five years and ensure all safety devices to prevent loss of life are correctly installed and function within regs. Lighting units are exposed to all types of weather and abuse throughout their lives. A break down in insulation, or a fault to earth that will not blow a fuse due to the already existing high earth loop resistance in some networks would be a killer.
Do the job correctly and save money by getting rid of admin staff and senior managers not front line services.
A failure in year 6 could mean 6 years without street light at my home. I'm really not happy
Surely 10 years is too long especially if we have some serious bad and long winters.
I think routine testing is important. As I do not know how often routine testing leads to replacing fittings it is difficult to tell what the impact of this proposal will be.
Because we're talking about electrical systems and safety (of the public) should NEVER be sacrificed on the altar of accountancy
The recent change to the LED lights is making the streets unsafe. There is a streetlight outside my neighbours house - in a terraced street- my house is now so dark I cannot see where to put the key in the front door!
Although LED lights are considered to be more reliable in terms of service length, they are only one part off the lighting installation. The inspections and testing procedures also, no doubt, consider the full electrical installation and the condition and integrity of the column. Again, a doubling of the inspection period is a significant step and it can only be assumed that you have also considered this decision on the basis of the number and type of faults identified during the inspections. Again, the views of the Health and Safety Executive against the requirements to ensure public safety are very relevant. Are there any national standards covering street lighting inspection and maintenance which can or should be adopted by street lighting authorities? It might be difficult to justify being out of line with these.

If this proposal happened, how it would affect you?

Respondents who strongly agree and tend to agree with the proposal

NO
It wouldn't.
Not really as long as defects repaired when reported
No
It shouldn't.
again as per the inspections.
It wouldn't
No idea

Save me money
Not at all
Not at all
Not greatly if the council respond quickly to reported faults
It wouldn't
Would stress again that providing lighting is fixed as soon as possible when reported especially on main routes there should not be too much of a problem
No effect whatsoever.
doubt it would
Not at all
It would not.
It wouldn't. People will tell the council if the lights aren't working.
Can't see that it would. I'm happy to report faulty lighting.
Not at all
Non whatsoever
As before
Not at all
Not at all
No effect
It wouldn't
Extending the routine maintenance wouldn't affect me at all
It wouldn't
Not at all
Probably lights would be missing in places
again only negatively if this is not communicated effectively to residents by LCC
Wouldn't
Nonr
Limited impact.
Little effect, provided that the performance of the LED lamps in service warrants 10 years of fault free operation.
It wouldn't
probably not noticed if the defect repair system works well
No effect.
Barrow Parish Council already frequently uses LCC's 'Report it online' systems to report faults and will continue to do so. It is hoped that any effect will be minimal.
Not at all so long as long as emergency maintenance was prompt.
Dependent on the reliability of the lighting Provision to enhance the performance

Respondents who neither agree nor disagree with the proposal

That would depend on the reliability of the LED lighting
As long as there is evidence to backup the testing schedule, it would not affect me significantly. I support LCC in using energy efficient LEDs.
Not at all
IT WOULDN'T
It would not affect me much. I would report lighting faults via your website
Not on my road as we aren't lit, but electrical safety is important , perhaps focus on areas where vandalism is likely or where problems are common.

I don't know!
I have no idea how to answer this question as I have no idea what affect this will have.
As long as the light was working not at all
It would not I report online lamp faults which affect me
I don't know
I hope this would not affect me. But is this plan going to be across ALL street lighting, or will it be for the LED lighting as it is introduced and will the older units continue with the current 5year plan?
How could I possibly know?
We would suffer the randomness of an LED light lasting or not, causing the roads to be dark in a semi rural environment.
As before

Respondents who strongly disagree and tend to disagree with the proposal

My safety and that of other vulnerable road users would be compromised. Prevention of problems rather than ratifying safety issues after they appear is clearly safer.
Too long an interval for action - would make the council seem even more uncaring.
I would be constantly having to contact the council about the faulty light at the corner of Mary street on Burnley road on Albert Road and down Knotts Lane if they go out and they are main thoroughfares.in BB8.
Your maintenance routine should be based on data and evidence that you can access. I don't have that data, but worry that I might not have lighting for the second 5 years of the cycle!
One word SAFETY
I don't know I would need more information about this
It would bring my area down
I would be worried that we could end up with more faulty lights and therefore the community and road users safety could be at risk
More failed lights, dark streets, accidents, poor safety.
It wouldn't affect me directly but I'd question the safety of the circuits. 10 years is a long time, considering the maintenance should uncover potentially dangerous issues on circuits. Eg. If an earth inadvertently became disconnected is it acceptable to leave the installation 10 years?
As above.
as earlier answer
Again, not sure I would notice the difference, unless it resulted in more frequent failures in between the inspections. May be useful to analyse how many issues are picked up at the routine inspections to estimate how the reduced inspection may increase the breakdown rate.
I guess even more dark areas after dark
As a Borough Councillor I would expect to get more complaints from residents when a street light near their homes had gone out.
With people in the future running the council maintenance over the last 10 years will be lost and wont be bothered with maintenance with all the lights.
Potential for failing structures, which impacts upon everyone using the highway.
~I would be unsure of the integrity of the 240v external installations. With incidents with drop down columns in the past, security devices being checked every 10 years in unacceptable. The physical integrity of these devices must be a priority. I also fear that cost to the rate pay will increase if there are any issues or instances. Would it be acceptable to leave a concrete column for 10 years before an inspection given their age and failure rate. Also, stress testing installations must continue given some of the ages of them

Again how the hell would I know. Stop asking stupid questions.
My street and doorway would be without light for however long it would take the private company to fix it. If this is anything like a pothole, I'm looking at 6 months to have a light bulb changed... and my home in jeopardy in the meantime
I can not see how it would affect me unless faults were not repaired.
I do not know. Do fittings become dangerous to the public? If light are out then my previous answer would apply.
The service would have been reduced with no commensurate reduction in cost
It could lead to an increase in the proportion of columns in poor condition and even dangerous. A column can deteriorate significantly during ten years and this could go unreported.

Thinking about these proposals, is there anything else that we need to consider or that could be done differently?

No
Some people feel that the low level of lighting in their local areas is making them more vulnerable. Although there are environmental considerations it would be unfortunate if this means that people are afraid to leave their homes in the dark. I have been told that it is possible to adjust the lighting level on the LED systems so perhaps further consultation with residents could be used to address the issues and adjust the lighting as required
I think the current night inspection schedule should remain rather than be abandoned as it is a safety issue. Please do not put cost cutting above the health and safety of the people of Lancashire. I fully support maintaining the current night time inspections but if this has to be changed, then please consider a revised schedule (taking into account LED technology) rather than cutting it altogether.
Raise greater funds from building developers to finance improvements and ongoing maintenance.
Just make it more obvious how to report a failed light so people find it easier to report these to you.
LED lighting is a massive improvement better light and visibility. If certain cuts are required to pay for this then it should be acceptable as long as defects are repaired in a timely manner. Once all replaced the required maintenance should also be reduced.
Nothing comes to mind
Could be done via Parish/Town Councils to report problems
Lunesdale Drive in Forton had the new white lights at least 6 years ago. Why have n't other streets been redone? It was supposed to be more efficient!
It's important that everybody is aware of these changes and when they come into force along with a clear understanding of the actions required in reporting faults. This should be supported through Parish Council communications.
get sponsors for the lighting in different areas where clubs, individuals and businesses etc. might find it beneficial.
The LCC online highway report it system could be improved by communicating with members of the public who use it approximately how long it will take for reported issues to be resolved.
None at present.
Led lights will reduce energy bills, so continue to replace. Turn lights off in lesser used areas at midnight.
Choose your survey questions more carefully. Money spent on this one is wasted and is a charade of consultation process!
I would turn street lights off after midnight/1am, certainly Sunday to Thursday
Light pollution, can we not switchable lights off after 01:00 am

If the inspection of lighting is to be reduced it is imperative that the public are aware of how to report casual faults on line. To be able to do this I think it would be a good idea to include the link to the Counties lighting fault web site on each lamp post. This would make the public aware of how to get a resolution to a fault and get the public on side with the changes.
Install electric vehicle chargers in lamp posts and sell the electricity to generate income
Nothing.
Remind the public initially and at regular intervals of how to report/contact the authority
Start fixing potholes and get our roads to a reasonable condition !!!!!!!
You aren't saying how much money this would save that should be disclosed
N/a
Another one of Geoff Driver tin pot ideas
No, I guess that you will proceed with this proposal and monitor the costs so that time will tell whether preventative maintenance is the best option or waiting for lights to develop faults before repairing them is more cost effective.
Saving money is important when the job can be carried efficiently by a cheaper method. If problems reported are acted upon quickly then I am sure there would be no negative comments in respect of street lighting maintenance from the public.
To ensure rural areas are not at risk from poor quality or faulty lighting, leading to vulnerable householders feeling anxious and country roads which are already used by vehicles travelling too fast not being able to see pedestrians or cyclists or potholes therefore endangering others
Maybe speed up the replacement of sodium lighting to gain more savings.
The street lights should be fit for purpose. The ones in Heysham Village are not very bright and fail to work far more often than the previous ones
Tighter supervision of the testing teams may help. They seem to miss a lot. Perhaps lighting in some locations could cease at a given time or alternative lamps instead of all being illuminated
Would turning lights off after (say) midnight and on again at 6.00 save money?
Just don't do it. Don't cut road safety, don't make the streets dark. Keep checking the lights, and while you're at it, send out some more teams to fix the pot holes. If you need more money to operate, I suggest you write to central government and point out that the local government settlement is inadequate for safe operation of the council.
If there is a problem with lights all we have to do is report it on "Fixmystreet"
In rural areas where there are few cars on the road, it would make sense to switch off the lights unless cars are detected. This would extend the life of the LED bulbs, reduce light pollution and save on electricity bills for the council.
We should have A LOT less lights. They shouldn't exist in villages. If people want to live in the countryside they can carry a torch if they are that bothered! Light pollution on the planet is terrible as is the waste of precious energy powering them all.
Sodium lighting far more sympathetic and civilised than the harsh l.e.d. that gives a sharp edge of sterility to our lives. Save money and create another severe aspect to our ever--hardening existence? Feel that I am talking to the wind. Do these viewpoints ever have the least effect on outcomes? I think they are just back-covering exercises. "Consultation has occurred and now lets get on with what our committee wants."
No issue with reduced inspections. However reducing the maintenance frequency appears like a cost cutting exercise which could compromise safety.
I think you should consider the benefits and problems of reducing lighting in predominantly residential streets. Approach controlled lights might overcome concerns about criminal activity or dim/bright lights to save energy.

I disagree strongly with the roll out of LED street lighting across the County. This lighting discriminates against light-sensitive people and against older people. It is bad for road safety and for wildlife and the natural world. It contradicts legislation Equalities Act 2010, and NERC 2006. I am a trustee of LightAware and the charity would like to see the following: 1) A moratorium on roll-out of LED streetlighting 2) Retention of High-Energy Discharge lighting until proper appropriate standards have been introduced. 3) A ban on exposed LED 4) Proper research into the effect of LED lighting on humans and wildlife, taking into account the difference between LED and conventional light sources

shout some more at the government.

Nothing in particular. Making it easy and well know how to report lighting that is not working.

Turn off street lights all together in the winter, reducing light pollution, from say 11-30pm to 6am in the winter.

Fast response team for reported faults

If you are going to depend more on the public becoming a main source of information with any problems with lighting, then you need to ensure that the reporting system is robust

Ensure you are more proactive with adoptions. The time it takes to get roads adopted means that new developments are standing years without the ability to clearly identify who is responsible for the repair and maintenance.

No

Investigate LED lights which throw a better spread of lioght

I think you need to consider that the streets are too dimly lit already, making women fear to be out during hours of darkness and making older people and those with disabilities fear tripping up and injuring themselves because they can't see the hazards in the poorly maintained, badly lit roads and footpaths.

Perhaps maintain quarterly night-time inspections.

Removal/Turning off of unnecessary street lighting would further save costs, Cars have headlights, there are a wealth of torches and reflective gear available to the general public for those that want to venture out at night. Granted high traffic areas and highly populated public areas should still have adequate lighting. But housing estates, quiet roads, and rural areas it is not needed. If people feel their is a safety issue to their property they can use their own lighting. The street itself does not always need it.

Just make sure that the LED lights are 3000K or less 2700K is best and not to bright with glare and that they are fully shielded so the light go's down to where it is needed and not up in to the sky where it is wasted. I have noticed that the new pedestrian crossing lights near the swimming baths and the petrol - small supermarket in Barnoldswick are very over bright and very glary making it very difficult to see when driving down at night, if any body was going across the road you would not see them as many people wont use the crossing they just dash across the road to the store.

Link your website fault logging service to Fix My Street or make it more visible and accessible.

I would say that consideration should be given to maintenance and cleaning of road signs in the more rural areas; they do get rather grubby and unintelligible over time.

No objections necessarily to the proposals. Most Council's seem to have gone down this route and LCC have rolled out replacement LED lights in some areas already (Padiham springs to mind). They are seen to more efficient as stated re: maintenance and also less light pollution. One thing to flag up is that the change is to full cut off lanterns, which essentially means the light is channeled directly to the highway. The downside being that residents and Members may perceive the lighting to be less effective as there may be a perceived loss of adjacent benefit. I would ask that you support this proposal with robust Comms and clear guidance in the form of FAQ's to avoid concerns and increased reports for lighting audits as the new LED resolution may not benefit adjacent areas that previously were deemed to be well lit / benefited from the effects of traditional lighting.

Update MARIO and get the incorrect locations corrected. When using Report It, ensure the work is carried out, with out reminders.

Duty of care to residents. Are the plans dementia friendly. Are the plans going to exclude parts of society. Mental health, some more vulnerable resident already live worried about services, any prolonged failure due to a lack of maintenance could make this worse. The reliance on members of the public will not always give reliable and accurate information, this will add to the cost of providing a lesser service
Get rid of backroom staff or even whole departments. e. g.anything to do with politically correct views.
No response
Keep inspections at 5 years (minimum) As a women living alone, this means too much!
No but I do realise money has to be saved in all areas of LCC departments.
Nothing additional
The council must resist the temptation to use the reduced inspections to spend less money on fixing and repairing street lighting where faults exist. Reduced inspection will not change the failure rates of lamps. I would like to see this trialed for a year, and relevant data collected on the impact (e.g. does it lead to increase in crime, accidents, larger number of broken lamps). If it can be shown that the impacts are negligible, publish the data for scrutiny, and go ahead with the change.
I assume that all lights and bollards have numbers on them so the public can easily report faults. If not, they should have.
If the night time inspections are ceased and the testing of streetlights and illuminated signs moved to a 10-year cycle, rather than every 5 years, I feel there is a need to ensure that there are high levels of resource to deal with the increased calls from the public. In moving to the new model , there should be no delay in replacing the LED lights. I hope that this has been considered as part of your modelling of the future service.
Regular inspections/work assessments could be done on ALL the streetscene assets in one visit (ie potholes, electrical, gullies, weeds, signage - including legibility) and the STREET put right. The analysis that misrepresents segmentation as efficient takes no account of its ineffectiveness and considers COST only - NOT efficiency
1) Check that column numbering is still legible, particularly along the main roads which otherwise may be relatively featureless. Numbering on older columns tends to be smaller, and is often faded or dirty. Where numbering needs re-applying, use modern large-size high-visibility lettering, positioned so that a passing driver can easily read it and report any problem. (This will also assist in the accurate reporting of other problems, such as potholes, where the lamp columns act as useful location markers) 2) It would be helpful if problems with illuminated signs & bollards could be reported via the website once again.
Barrow Parish Council does not support any switching off of street lighting, only a reduction of inspections. LCC should publicise the methods of reporting faults more widely, especially for those without use of computers.
Some Bickerstaffe residents think that the new eco streetlights are not bright enough.
SAfety of the pubic in urban areas where there have been an increase in crime.
Safety is a must and the new proposals/LED street lighting isn't helping at all. Many streets are almost in darkness, therefore a great aid to burglars & thieves which is totally unacceptable.
You have provided very little information including technical and legal analysis or justification for the proposals. `More information could have been offered to those prepared to study and make better informed comments, rather than respond to a a quite narrow consultation. There seems to be no facility for contributors to have a copy of the input into the consultation which is disappointing and could be discouraging.